

BERNARDS
of
40 COMMERCIAL ROAD
PORTSMOUTH
Provide a Perfect Tailoring
Service for all Royal
Navy Officers

PORTSMOUTH Navy News

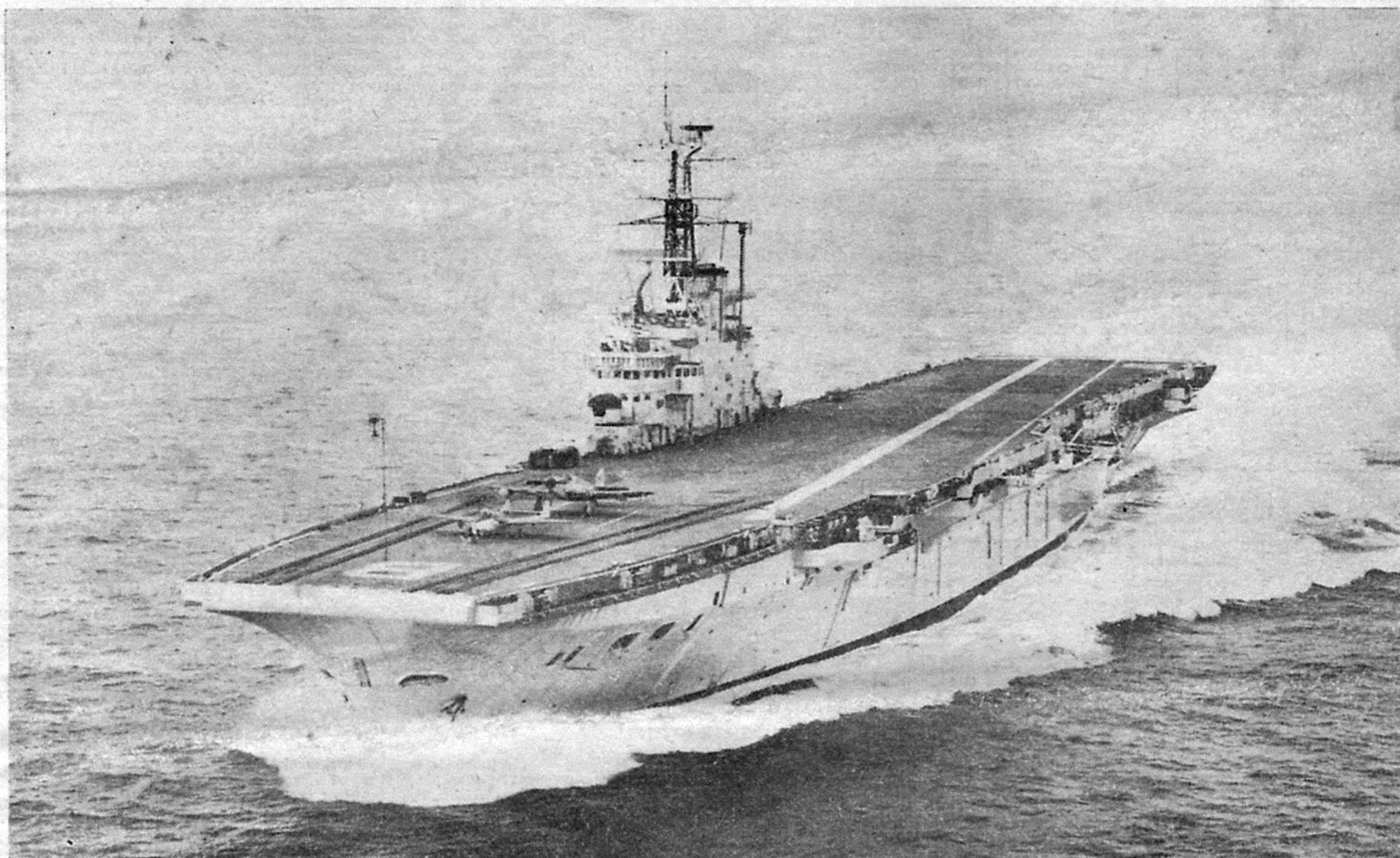
BERNARDS
of
40 COMMERCIAL ROAD
PORTSMOUTH
Wish all Royal Navy
Officers a Very Happy
Christmas

No. 7 DECEMBER 1954

The Official Newspaper of the Portsmouth Command

Price Threepence

NAVY ADDS TO STRIKING POWER



H.M.S. BULWARK arrives at Portsmouth

*Taking over from the Carrier
H.M.S. Illustrious*

The Navy's latest carrier undergoing full power trials

THE COMMISSIONING of H.M.S. Bulwark (under the command of Capt. J. M. Villiers, O.B.E., Royal Navy) took place at Belfast on Friday, October 29, 1954. The ship is an aircraft carrier of the Hermes Class, the third of the latest carriers to be commissioned. The others are H.M.S. Centaur and H.M.S. Albion.

The ship has been built by Messrs. Harland & Wolff Ltd., at Belfast. The plans and contract were prepared and

later the keel laid down in 1944. With the ending of hostilities work on building was slowed down, hence it was not till June 22, 1948, that H.M.S. Bulwark was launched by the Countess Granville, G.C.V.O., wife of the late Governor of Northern Ireland and sister of Her Majesty The Queen Mother.

In 1950, as a result of the outbreak of war in the Far East, work started

Continued on page 2

ELECTRICAL BRANCH

*See Centre Pages
for
Special Article and
Pictures*

Drafting Forecast

COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

FOR GENERAL SERVICE (all ships commissioning at Portsmouth).

January 4: H.M.S. Magpie (Home Fleet/South Atlantic).

January 26: H.M.S. Sheffield (Mediterranean/Home Fleet).

March: H.M.S. Morecambe Bay (Home Fleet/America and West Indies Station).

End March: H.M.S. Scorpion (Mediterranean/Home Fleet).

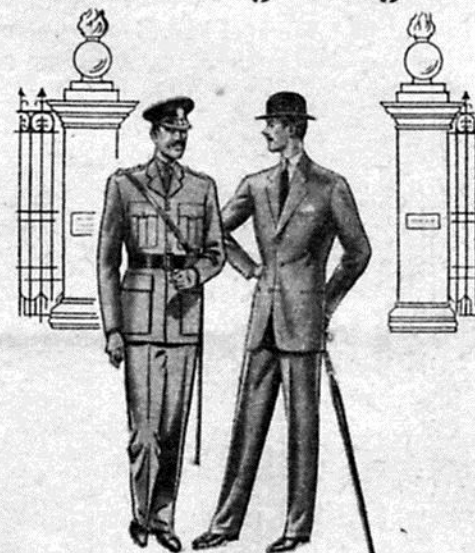
Mid-April: H.M.S. Wrangler (Home Fleet/Mediterranean); H.M.S. Wakeful (Home Fleet/Mediterranean).

FOR FOREIGN SERVICE

January 15: H.M.S. Concord (Far East) commissioning at Singapore.

February 23: H.M.S. Newfoundland (Far East) commissioning at Portsmouth.

What is the Army doing here?



we apologise, but—

S. W. SILVER & Co. do make
good uniforms. Call and see us
at 28 THE HARD, or at
EASTCHEAP, LONDON - FALMOUTH - SOUTHAMPTON
or LIVERPOOL & MANCHESTER

PORTSMOUTH Navy News

EDITOR
Rev. W. J. E. Tregenna-Piggott, O.B.E., R.N.,
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

IT IS not generally recognised how much care and attention is given by the Navy to the welfare of men and their dependants.

For many years welfare has been a real concern of the Admiralty, and everything is done to relieve hardship and to help Naval personnel wherever they may be serving.

The function and implications of family welfare are, however, not fully appreciated, and in this issue we publish an article specially written for NAVY NEWS. It shows not only the origin of family welfare, but how it can affect all of us in times of anxiety and sickness.

A little-known aspect of family welfare is the work done by the Chief Wren Welfare Workers. These are carefully selected from Chief and P.O. Wren categories, and receive six months' training before taking up their duties.

Their work is multifarious, ranging from acting escorts to unaccompanied children, to visiting homes of serving personnel, giving advice and help wherever it is needed.

They are doing a fine work, and as a Service we are grateful to them for their devotion, sympathy, and consideration.

Message from . .

Director of the Naval Electrical Department

REAR ADMIRAL (L) SIR PHILIP CLARKE,
K.B.E., C.B., D.S.O., M.I.E.E., M.Brit.I.R.E.

TOWARDS THE end of the last century the existing illumination of oil lamps and candles in Her Majesty's ships was replaced by the new and revolutionary form of lighting known as electricity.

After a while the electrical maintenance was taken over by the Torpedo Branch in addition to their normal task. Early in this century the Electrical Artificer was introduced into the Service. After the First World War electricity had assumed at least half of the work of the Torpedo Branch and continued to increase. During the 1930's it became apparent that a separate branch would be necessary to maintain the electrical equipment of the Fleet.

Owing to financial restrictions and the possibility of war the new branch was not founded at this time. During the last war, with its great increase in electrical and electronic equipment

fitted, the formation of a new and specialised branch became a necessity.

Therefore, in 1946, the Electrical Branch of the Royal Navy was formed, taking over the maintenance and upkeep of all electrical and electronic equipment used on board ship, and in naval aircraft.

Year by year has seen both the size of the branch and the complexity of its task increase. Practically every new item introduced in ships and aircraft has some electrical or electronic device incorporated, and the standard of technical ability required by the maintenance rating is increasing correspondingly.

And so, some eight years after its formation, we find a healthy, growing Electrical Branch, a vital link between supply and user. A great and difficult task lies ahead, but we are well equipped in all respects to accept and overcome this challenge.

Navy in Parliament

Question Time in the House of Commons

THE FOLLOWING answers have been given to questions:

Discharge by Purchase

The Parliamentary Secretary reported that between February, 1954, and October 1, 1954, the following requests for discharge had been received from officers and men of the Royal Navy:

Officers. — 107 applications; 70 approved.

Ratings. — 1,016 applications; 830 approved.

Soviet Naval Strength

The Parliamentary Secretary reported that the Soviet Navy "has approximately 23 cruisers, 125 destroyers and 400 submarines in commission. The entire Soviet Fleet is maintained in full commission, and there is no reserve fleet."

In answer to a supplementary question concerning the number of British and German cruisers, destroyers and submarines available for service at the start of World War II the Parliamentary Secretary gave the following figures:

Cruisers (including Battle Cruisers). — Royal Navy, 61; German Navy, 8.

Destroyers and Escort Vessels. — Royal Navy, 207; German Navy, 17.

Submarines. — Royal Navy, 69; German Navy, about 60.

National Service Men in the Royal Navy

The Parliamentary Secretary stated that the Admiralty could not dispense with National Service men for naval recruitment. He added that these men are essential to the Royal Navy at the moment; that they have an extremely good reputation in the Navy and in the Fleet Air Arm and that they did an "extremely good job."

Guided Missiles

In answer to a request for a statement on the equipment of naval vessels for the use of guided missiles, the Parliamentary Secretary replied: "When introducing the Navy estimates last March, my right honourable friend [the First Lord] stated that the first guided weapons trials ship would shortly be fitted out. This work is proceeding."

Houses and Flats, Portsmouth (Contracts)

In answer to a question addressed to the First Lord as to how many houses and flats are being built in the Portsmouth area for officers and ratings respectively in the year ending April, 1955, the following reply was given: "Contracts have already been let during this financial year for 65 officers' and 204 ratings' houses in the Portsmouth area. Plans and contract particulars are at present being prepared for a further 192 officers' and 922 ratings' houses and flats, and it is hoped that contracts for these will be placed by, or shortly after, April, 1955."

R.N. Ships—Atomic Warfare

On November 15 the First Lord of the Admiralty was asked what action is taken to ensure that the constant-wetting system affords protection to warships against the effects of atomic radiation following an attack, in view of the fact that the surrounding sea, and hence any water being pumped on board, is likely to be heavily contaminated. The Parliamentary Secretary replied that the possibility mentioned by the hon. Member has not been overlooked. The precise application of constant-wetting measures, in whatever form may be suited to the needs of the moment, must be left to the discretion of commanding officers of ships or squadrons.

H.M.S. BULWARK . . .

Continued from page 1

again at full pressure which continued until the ship was finished.

Flying Arrangements

It is no easy task to design a carrier which can cope with the constant and rapid development of aircraft. But ten years ago Sea Furies, Corsairs and Hellcats were considered pretty fast with a top speed of around 300 knots; today Sea Hawks and Sea Venoms double that speed and the increase in speed continues.

Deck approach speeds are high, so no effort must be spared to make the Fleet Air Arm pilot's job as simple as possible. Split seconds count, particularly when the sea is rough and movement on the ship tends to make landing difficult.

Bulwark's angled deck helps here, for if the plane's hook should miss the arrester wires stretched across the deck there is no risk of piling up in the barrier, which used to be hung across the deck; the pilot flies his plane round again and has another go.

Another new device which pilots welcome is the "mirror." By following its indication they can land aboard more safely and accurately than with a batsman, who had to make up his

mind what signal to give—and that took precious time which can no longer be afforded.

When the plane hooks a wire it may be travelling at over 100 m.p.h., and this arrester gear is capable of stopping it within a few feet and at the same time does not inflict damage. If the hook was pulled off, both pilot and plane might be lost overboard. The two lifts are capable of lifting planes weighing over ten tons from the hangar quickly and smoothly.

Planes can be launched from both catapults at very short intervals and once again they are capable of dealing with the high launching speeds necessary today. The catapults accelerate smoothly to 100 m.p.h. within the same number of yards to "squirt" fighters into the air.

Down below in the well-lit hangar there are full facilities for aircraft maintenance, air engineering, air electrical radio and radar. All has to be carefully serviced if the planes are to do their task safely and efficiently. No item must be passed unchecked if there is to be safety in the air.

The Operations Room, whose staff orders and controls the many tasks of the planes when they are airborne, is a complete mystery of communications and radar. It is here that the air searches and strikes on enemy shipping are planned, fighters allocated for defence and anti-submarine warfare conducted.

The Operations Room staff must be a skilled and experienced team if Bulwark is to show that the Navy can ensure the freedom of the seas in these days of air power.

Damage Control

Starting their training, too, are the Damage Control teams. These will become specialists in fighting fires and in countering the effects of damage due to accident or enemy action. A relatively small amount of flood water in a ship will cause a list which may well prevent the operation of aircraft. These Damage Control teams have the job of taking quick and decisive action to restore the ship to an even keel and to combat fires and strengthen damaged structure.

The ship is well equipped for this. With good training and organisation it will be able to cope with damage which in the First World War would have resulted in the loss of the ship.

Living Conditions

As in Centaur and Albion, a considerable improvement has been made in living conditions on board compared with older ships.

The ship's company sleep in bunks, which during the day are stowed in a vertical position on the mess-decks, folding down at night.

Ratings mess in dining halls on the cafeteria system. Hot meals are attractively served and there is a modern bakery on board. The provision and refrigerated storage space is ample, and it is thus possible to carry sufficient food to last the ship's company for at least four months.

Cinema shows are held on board, usually in the hangar, where two to three hundred of the ship's company can be seated at a time. Two completely different programmes are shown each week.

In order that wireless programmes and gramophone records may be enjoyed, sound recording equipment is fitted. With loudspeakers on all mess-decks, a choice of two programmes is possible from each speaker.

Finally, Bulwark possesses a modern laundry which is capable of handling the weekly wash of the entire ship's company—a welcome asset for this mobile community.

LIBERTY MEN . . .

LOOK AT that ship over there. Do you see how pleased with themselves those men coming ashore from her seem? Of course they are. They are the liberty men from a ship that has been on foreign service, and now they are at long last free to go ashore in their own homeland.

But wait a minute. Are they free? Let us go into that a little more closely. This man standing near us is from that ship, let us question him.

Such questioning confirms our fears. That first man who steps ashore so briskly to his new-found freedom. He is not free. Poor fellow. He has no option about what he is going to do, he has to go and spend the evening at the Red Lion, whether he wants to or not. It has become so much of a habit for him to haunt the pubs, not just for refreshment, but because he is a slave to alcohol that he no longer has any freedom. He just has to do what his habit dictates.

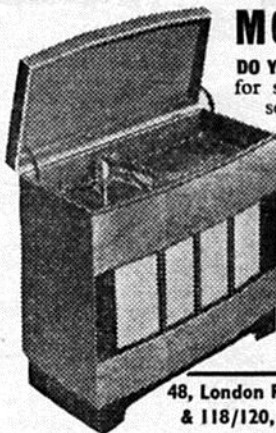
But that fine looking fellow over there. He is not one of that sort. It is evident that he is a well-educated smart young man whose superiors in the Service think highly promising. What is hindering his freedom to do what he wants? Well, the trouble is that his messmates find that he is getting ambitious, hard and proud. He cannot join in freely with their fun because he is getting a superiority complex. He cannot really relax and they are uneasy with him and suspicious of him. There is no fun and freedom for that liberty man.

And so we could go through the list of the liberty men and find it hard to discover real freedom. The fact is that freedom is not just the ability to do what we like, but to rise to what is best. There is a way to this freedom. It is through the One whose Service is Perfect Freedom, the Great Friend of Man, Our Lord Jesus Christ.

Bernard Briggs

Make the most of your MONTHLY ALLOTMENT!

DO YOU KNOW—that Currys special purchasing facilities for serving personnel enable you to obtain a wide selection of goods — on very favourable terms.



Westminster RADIOGRAM

Britain's finest value in concert Radiograms! 3-speed record player and five valve all-wave Radio set in FULL SIZED beautifully walnut veneered cabinet.
GENUINE 50 GUINEA VALUE FOR ONLY 36 GNS With automatic 3-speed record-player 42 gns

48, London Road (North End)
& 118/120, Kingston Road,
PORTSMOUTH

Currys

SERVICE FOR UNIFIT THE SERVICE

40 MILITARY RD., CHATHAM (Telephone 4016) KENT

THE HIGH REPUTATION OF UNIFIT TAILORING LIES IN THE CUT AND SUPERB FINISH OF EVERY SUIT MADE



WHY NOT JOIN UNIFIT'S ALLOTMENT SYSTEM AND BE SURE OF HAVING A TAILOR WHO CAN SUPPLY YOU WITH THE SMARTEST AND MOST UP-TO-DATE CLOTHING AT REASONABLE PRICES PLEASE WRITE FOR A FORM AND CATALOGUE

169 QUEEN ST., PORTSMOUTH
61a ST. THOMAS ST., WEYMOUTH

30 KING ST., DEVONPORT
Also INVERGORDON and MALTA
MEMBERS OF THE INTERPORT NAVAL TRADERS' ASSOCIATION

WHAT'S ON - - December, 1954

- 1.—Football: Portsmouth v. Arsenal (London midweek).
- 1.—Boxing: Portsmouth Command v. Civil Service, London.
- 1.—Hockey: U.S. v. National Provincial Bank.
- 1.—H.M.S. Sheffield Ship's Company Dance, Savoy Ballroom, Southsea.
- 1.—St. Andrew's Night Scottish Dinner and Dance, Nuffield Club, St. Michael's Road, Portsmouth.
- 2.—Portsmouth Fancies Show, R.N. Barracks.
- 3.—Boxing: R.N. A.B.A. v. Southern Counties, Ramsgate.
- 3.—Portsmouth Branch Association of Wrens Christmas Bazaar at Duchess of Kent Barracks, Southsea.
- 3.—C.P.O.s' Mess entertain City of Portsmouth Police, R.N.B.
- 3.—Mechanician Candidates' Dance, R.N.B.
- 4.—Football: Portsmouth v. West Bromwich Albion.
- 4.—Rugby: U.S. "A" v. School of Artillery, Larkhill.
- 4.—Hockey: U.S. v. Littlehampton.
- 4.—Formal Dance, 9 p.m. to midnight, Dance band, Nuffield Club.
- 5.—Concert, King's Theatre, Southsea, 3 p.m. Southern Philharmonic Orchestra, with Cyril Smith, piano-forte.
- 6.—Portsmouth Irish Society, Ceilidhe and Dance, South Parade Pier. Dancing 8 p.m.—1 a.m. Tickets 5s. from South Parade Pier.
- 6.—H.M.S. Mercury Nativity Play.
- 6.—Victory Players present "Victory Regina or The Monstrous Regiment," R.N. Barracks.
- 7.—H.M.S. Dryad pantomime: "Sinbad the Sailor."
- 7.—"Victory Regina."
- 7.—Anson Group Dance, R.N. Barracks.
- 8.—Boxing: Portsmouth Command v. Slough, Slough.
- 8.—Rugby: Hampshire v. Eastern Counties.

- 8.—Hockey: U.S. v. R.N.C., Greenwich.
- 8.—"Sinbad the Sailor."
- 8.—"Victory Regina."
- 8.—Writers Association Dinner and Dance at Kimbells Ballroom, Southsea.
- 9.—Portsmouth Squadron Dance, Savoy Ballroom, Southsea.
- 9.—"Sinbad the Sailor."
- 9.—Supply and Secretarial Dance at Empress Ballroom, Portsmouth.
- 10.—E.R.As' Mess Christmas Ball, R.N. Barracks.
- 10.—Stores Association Dinner and Dance at Empress Ballroom.
- 11.—Rugby: U.S. v. Rosslyn Park.
- 11.—Hockey: U.S. v. Havant.
- 11.—Informal Dance to gramophone, Nuffield Club, Portsmouth.
- 13.—H.M.S. Mercury Pantomime, "Malice in Wonderland."
- 14.—First Christmas leave starts.
- 14.—H.M.S. Mercury Pantomime.
- 15.—Rugby: Royal Naval Trial.
- 15.—U.C.W.E. Dance, Savoy Ballroom, Southsea.
- 15.—Scottish Country Dance, Nuffield Club, Portsmouth.
- 16.—Hockey: U.S. v. Decanians.
- 16.—H.M.S. Dryad Ship's Company Dance, Kimbells Ballroom Southsea.
- 18.—Rugby: U.S. "A" v. Salisbury.
- 18.—Football: Portsmouth v. Manchester United.
- 18.—Informal Dance to gramophone, Nuffield Club, Portsmouth.
- 20.—H.M.S. Mermaid Ship's Company Dance, Kimbells Ballroom.
- 23.—Christmas Dinner and Dance, Nuffield Club, Portsmouth.
- 24.—Christmas Eve Dance, South Parade Pier.
- 25.—Football: Portsmouth v. Cardiff City, Reserves.
- 27.—Portsmouth v. Blackpool.
- 27.—Late Dance, South Parade Pier.
- 31.—New Year's Eve Carnival Dance, South Parade Pier.
- 31.—New Year's Eve Dinner and Dance, Nuffield Club, Portsmouth.

FAMILY WELFARE IN THE ROYAL NAVY

FAMILY WELFARE sections were instituted in 1935 as the Admiralty realised that as ratings spent much time separated from their families, there was need of an organisation which could form a link between them and the Admiralty.

There are now four sections, Portsmouth, Chatham, Devonport and Lee-on-Solent. Each deal with their own port division, but Portsmouth deals in addition with the Submarine Service whatever division.

Requests from ratings for investigations or visits to homes should commence through divisional and commanding officers, or they may start with a letter or other communication from a dependant. In the latter case, details of the section to whom to apply appear in the coloured pages at the back of the Navy Order Book which most dependants possess. All requests should contain all essential details: official number, rating, name, and address of dependant concerned; if ill, hospital or doctor.

When requests are received in the sections, enquiries are made with the minimum of delay either by the specially trained Chief Wren welfare workers resident at each section, who visit in the near vicinity of the home ports, or through some local welfare organisation such as S.S.A.F.A. if the home is away from a naval port. A reply is then made to the ship or establishment reporting the facts ascertained, and recommending action in accordance with the current regulations. Family welfare sections cannot approve or grant leave or extensions. They can only recommend them.

It should be emphasised that the sections are primarily fact-finding ones and it is the facts which, under the regulations, dictate the procedure and recommendations made. Opinions, unless from some person qualified to give one, do not enter into the case. Visits are not invariably paid to the home if a communication and opinion from a doctor or hospital, etc., give the necessary information.

Any correspondence coming from the sections is stamped "Private" and usually goes by mail in two envelopes, the inner one to be opened by the Commanding Officer only. Signals are almost invariably "Restricted" and can be as high as "Secret Exclusive." All this is to ensure that the fewest possible number of persons know details of private affairs.

Possibly it is not fully realised that the whereabouts of ratings cannot be disclosed to any enquirer, unless a solicitor or magistrates' clerk, without the rating's agreement. If in any doubt, the sections offer to forward any correspondence to the rating concerned.

Family welfare sections are always glad to give ratings or their dependants advice or refer them to the authority which can best deal with their case. They cannot obtain priority for housing, which is a matter for local housing authorities, who all have their own and slightly differing rules. Nor can they deal with assisted passages for families, which are dealt with at the Admiralty.

The sections work in close collaboration with R.N.B.T.

Trouble is sometimes experienced in finding out the name and whereabouts of next of kin, and ratings are advised—particularly those proceeding abroad—to make certain the name and address of their next of kin is correctly noted in Port Index.

'NAVY NEWS' QUIZ

Questions

- 1 What is the difference between "displacement" and "tonnage"?
- 2 How is the size of rope measured?
- 3 Whom do you associate with the following ships?
(a) Iron Duke; (b) Revenge; (c) Santa Maria; (d) Cossack; (e) Golden Hind; (f) Discovery.
- 4 A slow train leaves Waterloo for Portsmouth at 12.57, and at the same time a fast leave special leaves Portsmouth for Waterloo. If the slow train averages 30 m.p.h. and the non-stop 60 m.p.h., which is the farthest from London when they pass?
- 5 What is the Admiralty flag?
- 6 When are 16 bells sounded, and by whom?
- 7 What is a seamen said to be able to do when he has been seven times round Cape Horn?
- 8 What is the origin of the word "ahoy"?

Answers on page 5

Beverley Sisters . . .



[Photo: Houston Roger, London]

The Beverley Sisters (who ARE real sisters) are well known throughout the world for their famous turn. If you would like the Beverley Sisters for Christmas—or to be more exact, an autographed photograph of them—all you have to do is write to them. The address is: Beverley Sisters, c/o The Editor, "Portsmouth Navy News," R.N. Barracks, Portsmouth



BRITAIN.—People in Britain ate an average of 98 lb. of meat per person last year—more than in the two preceding years, but 21 lb. less than before the war. Of the producing countries, Argentina ate an average of 213 lb., Australia 212, New Zealand 205, and the United States 154.

KENT.—Hungry foxes are attacking young sheep in the Weald of Kent. Farmers say the rabbit disease, myxomatosis, has robbed the foxes of their natural prey.

PORTLAND.—The Navy's new mid-gut submarine, X51, can travel by train and was recently transported as rail freight from Clydeside to Portland. She is 54 feet long, carries a crew of five, though whether they stand up or lie down when the hatch is closed is anybody's guess. She is powered by diesel and electric machinery. Her weapons are secret.

NOTTINGHAM.—Nearly 20 million tons of coal will be dug from under 152 Nottingham streets if the National Coal Board acts on a resolution by representatives of 45,000 miners. Nottingham Corporation, however, is opposing the project because it claims that land subsidences which would follow would cause great damage in a densely populated area.

WALES.—Making a war-time reconnaissance of a lonely part of the Welsh coast, a British naval officer was surprised to see more than 100 seals dozing on the beach below. He was so interested in the sight that he resolved to return, and now, 12 years afterwards, he has been back to the seals' secret hiding place. The ex-naval officer refuses to disclose the position of the seals' sanctuary for, as he says in his book, *The Seals and the Curragh*, "There are so-called sportsmen who would seek them out and shoot them."

BRUSSELS.—Brussels is to build an "inverted Eiffel Tower," more than 800 feet high, for the World Fair being held there in 1958. The tower will have a base of only about two square yards, and will rise to a platform of more than 2,000 square yards nearly three-quarters of the way up.

COPENHAGEN.—The Scandinavian Airlines System is to spend about £8 million on Douglas DC-7s for its trans-polar route between Copenhagen and Los Angeles.

U.S.A.—The American National Arts Foundation is soon to establish five cash prizes, similar to the Nobel awards, to be given annually to anyone in the world for service to humanity in any field not covered by the Nobel prizes.

INDIA.—Twelve translators will be engaged by the Indian Shaw Society to translate George Bernard Shaw's plays into the various Indian languages. On July 26, 1956, centenary of Shaw's

birth, one of his plays will be performed in every town and city in India.

CANBERRA.—The Australian Army is to raise two Commando units totalling 2,500 men. It is also announced that tenders for the erection of Australia's first two television stations started this month.

Nearly time expired?

Then make the most of your training, join the

ROYAL NEW ZEALAND NAVY

You get your R.N. rating and full pay on leaving the U.K. Pay is high. Family allowance for each child is 10/- a week from date of arrival in New Zealand. Your family travel out free! First engagement 6 years. Good superannuation or gratuity.

IMMEDIATE VACANCIES FOR:

Leading Seamen	Able Seamen
Signalmen	Telegraphists
Engine Room Artificers	Leading Stoker Mechanics
Stoker Mechanics	Electrical Artificers
Radio Electrical Artificers	Electricians' Mates 1st Class
Leading Radio Electricians' Mates	Radio Electricians' Mates 1st Class
Ordnance Artificers	Shipwright Artificers
Stores Assistants	Stewards
Mechanicians	Leading Cooks (S)

If you are under 40 and will soon be released from the R.N. **APPLY NOW** Complete coupon and post in unsealed envelope with 1d. stamp.

—To: Royal New Zealand Navy—
Headquarters

Dept. NN, The Adelphi, London, W.C.2.

Please send details and application form to:

NAME _____

ADDRESS _____

R.N. Rating and S.Q. _____

Expected date of R.N. discharge _____

AGE _____

R.N. Association, Havant

SHORTLY AFTER the last NAVY NEWS went to press, a Royal Naval Association branches' "get together" party took place in Havant. The local branch of The Royal Air Forces Association was also present.

Guests were given an address of welcome by the president of Havant branch, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., who particularly mentioned the spirit of comradeship which was kept up in The Royal Naval Association, although this was not to be found in civilian life to the same extent. In a competition to see whether the males or females at the party could sing loudest, the ladies were the winners when they sang "Daisy, Daisy, Give Me Your Answer Do."

The branch annual dinner was held on November 6. Guests included the honorary secretary, No. 3 Area, and Portsmouth branch of The Royal Naval Association. The Havant branches, British Legion and Royal Air Forces Association were also present, as was the chairman of the local urban district council.

After the dinner the Portsmouth branch male voice choir gave a concert which was so popular that the audience often joined in. "Hands to dance and skylark" was piped for the rest of the evening and, although many had a very late night, the branch was represented in strength at the Remembrance Sunday parade the following forenoon.

Have YOU a personal problem? . . . ASK JOHN ENGLISH

It can be Embarrassing

SOON AFTER I was born I was adopted by foster parents. No application to the Court was made. I was always brought up with the name of my foster parents and this is the name under which I married and the name under which I registered the births of my children. When I joined the Navy I was asked to produce a birth certificate and when I produced this to the Joining Authorities I was told that I must now revert, while I was in the Navy, to the name on my birth certificate. While this doesn't matter to me in the Navy, it is very difficult to explain to my children when I go home on leave why my kit should be marked with a different name from theirs and a different name in my pay book.

Reply: I can quite see your difficulty and it might cause considerable embarrassment socially for your wife. A remedy is, however, provided by Queen's Regulations and Admiralty Instructions. You should put a request in to your Commanding Officer in the usual way asking to have your name on your Service Certificate altered to the name you have always used. If he approves, then your request will be forwarded to the correct authority, who will make the necessary alteration in your Service Certificate.

Live and Learn

Just before I joined the Royal Navy I read an advertisement in the news-

paper about an interesting correspondence course in hotel management. It did not seem very expensive, at least I did not have to pay very much each month, but since I have joined the Navy I have found myself fully engaged on an electrical course which is taking all my time and energy. I have also found it rather difficult to keep up the payments owing to my changed financial circumstances. The correspondence course people have written to me and said that I am under contract to pay the sum of £15, which is the balance owing from my hotel management course. What should I do?

Reply: It is quite true that you have entered into a contract and if you fail to carry out your contract you can be sued for breach of contract. The important question is the measure of damages that are likely to be awarded. As the correspondence people have not given you the benefit of all their tuition but only a very little, they would not be awarded by the Court the whole of the sum for the contract. The practical suggestion I have to make is that either you write and offer them, say, £4 in full settlement, which they may accept, or alternatively that you ask them to postpone your course for, say, six months until you have completed your electrical course and that in the meantime you agreed to make a nominal allotment to them of, say, 10s. a month until you take up your course again.

Have you a personal problem? John English will be glad to help you in any way possible. All letters are answered privately and in confidence. Address your inquiries to JOHN ENGLISH, c/o THE EDITOR, "PORTSMOUTH NAVY NEWS," R.N. BARRACKS, PORTSMOUTH.

W.R.N.S. NOTES . . .

Visit of the Commander-in-Chief, Portsmouth

THE COMMANDER-IN-CHIEF, Portsmouth, visited H.M.S. Mercury on Friday, October 29, 1954. He walked round the establishment and took the salute at a parade of the ship's company, which included three W.R.N.S. divisions.

Award of Long Service and Good Conduct Medals

At divisions in Royal Naval Barracks on Friday, November 5, 1954, Rear-Admiral J. S. C. Salter, D.S.O., O.B.E., Admiral Superintendent of the Dockyard, presented Long Service and Good Conduct Medals to Chief Wren J. B. Owen, B.E.M., and Chief Wren E. B. Parsons. They are the first members of the W.R.N.S. to become eligible for the award. Chief Wren Owen entered the Service on September 6, 1939, and is a writer (pay) in the Victory 1 Pay Office. Chief Wren Parsons entered on September 9th, 1939, and works in the Naval Drafting Office as a writer (general).

Both Chief Wrens Owen and Parsons come from Plymouth and were glad to have present at the ceremony members of their families who had travelled from Plymouth for the occasion.

Association of Wrens

The Portsmouth Branch of the Association of Wrens is holding a Christmas bazaar on December 3, 1954, in the W.R.N.S. Quarters, Duchess of Kent Barracks. The bazaar will be opened by the Director, W.R.N.S., Commandant Dame Mary K. Lloyd, D.B.E., at 6 p.m. Admission is free.

Handicrafts Exhibition, H.M.S. Collingwood

A W.R.N.S. handicrafts exhibition was held in H.M.S. Collingwood on Wednesday, November 17, 1954. Mrs. Peard, wife of Capt. (L) K. H. T. Peard, C.B.E., A.D.C., A.M.I.E.E., and Mrs. Cooper, wife of Cdr. (L) R. J. Cooper, together with Chief Officer S. H. Broster, W.R.N.S., judged the 50 entries, and prizes were awarded as follows:

Embroidery: Leading Wren Sellwood, Cook (S), table cloth. Sewing: P.O. Wren Rendle, Steward (O), cock-

tail dress. Knitting: Second Officer O. D. Middleton, W.R.N.S., bed jacket. Miscellaneous: P.O. Wren Price, Writer (Pay), stool.

Leading Wren Sellwood is to be congratulated for the splendid arrangements made for the display.

Festal Evensong

Festal Evensong (within the Octave of All Saints) was sung in St. Andrew's Church, Royal Marines Barracks, Eastney, on Wednesday, November 3, 1954. Seven W.R.N.S. ratings from H.M.S. Collingwood sang in the choir during the service.

Collections

A collection in aid of the Guide Dogs for the Blind Fund was made by two Wrens in H.M.S. Collingwood at the ship's bonfire on November 5, 1954. The sum realised amounted to £4 13s. 5d.

Fifteen W.R.N.S. ratings collected £11 9s. 3d. in the Royal Marines Barracks, Thursday, October 21, 1954, in aid of the Trafalgar Day Orphan Fund.

The splendid response from the many volunteers to sell poppies on Saturday, November 6, 1954, was very much appreciated. The Portsmouth Hard was manned by W.R.N.S. personnel from 0700 until 1030 hrs.

The sums taken are not yet known, but the organisers will notify the individual sellers of the amounts collected by them in due course.

Drafts

Chief Wren Keys, who has been the Chief Wren Regulating in H.M.S. Victory for the past two and a half years, is on draft to Malta. She will be much missed by the officers and ratings alike. Chief Wren Keys has been a strong supporter of the badminton club where she has been appreciated both for her high standard of play and for her encouragement to beginners. Our good wishes go with her on her overseas draft.

Chief Wren Brown, Chief Wren Regulating in H.M.S. Collingwood, was drafted to Royal Naval Barracks, Chatham, on October 25, 1954. She was a keen member of the badminton club and has represented Collingwood many times. She has also played for the Command and Service teams.

W.R.N.S. Officers

Third Officer A. Crawford, the Assistant Secretary in H.M.S. Mercury, left the Service on November 13, 1954. She will be married on December 10 to Lieut. E. Stevens, R.A.N., and sails for Australia on December 29. Our good wishes for her future happiness go with her.

Third Officer J. M. Mair has relieved Third Officer Crawford in H.M.S. Mercury.

Third Officer B. Scott arrived last month to assist in the Personnel Selection Office in Victoria Barracks.

Inter-Unit Hockey

Part of the first round of the Inter-Unit Hockey Championships was played at Eastney on October 20, 1954. Result: W.R.N.S., Royal Marine Barracks, Eastney, 0 goals; W.R.N.S., H.M.S. Mercury, 8 goals. H.M.S. Mercury is the present holder of the cup.

Netball

On Thursday, November 4, 1954, a team from the W.R.A.C. (Territorial Army), Portsmouth, played the W.R.N.S. team in the Royal Marines Barracks, Eastney. Result: W.R.A.C., 20 goals; W.R.N.S., 10 goals.

Squash

The inter-unit matches are in progress. The results to date are: W.R.N.S., Vernon, 2; W.R.N.S., Mercury, 1; and W.R.N.S., Victory, 2. W.R.N.S., Vernon, 7.

Fencing

Classes commenced in H.M.S. Mercury on Tuesday, November 2, 1954.

Swimming

Approximately 12 W.R.N.S. ratings from H.M.S. Mercury go swimming on Wednesdays at the Pitt Street Baths where they receive instruction from the physical training instructors.

.22 Shooting

The first round of the Inter-Port League is in progress. The results to date are as follows: W.R.N.S., Mercury, score 357, 2 points; W.R.N.S., Royal Marines Barracks, Eastney, score 344, 0 points.

It is hoped to enter a W.R.N.S. officers' and W.R.N.S. ratings' team in H.M.S. Mercury for an Inter-Port Knock-out Tile Competition, which will be commencing in the near future.

Handicrafts Exhibition

The W.R.N.S., Q.A.R.N.S. and V.A.D., and the W.R.N.V.R. Divisions situated in the Portsmouth Command held an exhibition of handicrafts and needlework in the Duchess of Kent Barracks on Wednesday, November 24. Introduced by Chief Officer S. H. Broster, W.R.N.S., Lady Creasy (wife of the Commander-in-Chief, Portsmouth) was presented with a bouquet of flowers as a token of appreciation for kindly consenting to open the exhibition.

The purpose of this exhibition is to encourage a high standard in the crafts which women normally do in their spare time as a recreation. Lady Creasy said that from the examples of work displayed, it could be seen that this object was being achieved.

We are greatly indebted to Mrs. Gear and Miss Margie, of the Portsmouth College of Art, who very kindly gave their services as judges of this exhibition.

Women's Section— Friendly Wives

NORTH END BRANCH

THE MONTHLY meeting of the North End Branch was held in Fisher Hall, Whale Island, on Tuesday, November 2. It was well attended, and the feature of the afternoon was a talk and demonstration on making Christmas decorations—given by Mrs. Fowler, of Petersfield, which everyone found most seasonal and interesting. On December 7 (Tuesday) the Christmas bazaar will be held in the gymnasium at Whale Island—2.30 p.m. to 4 p.m. Lady Creasy has kindly consented to come and open it.

Many members have been working busily for this during the past few months, and the stalls will comprise needlework and gifts, cakes and sweets, produce, also a white elephant stall, and hand-made Christmas decorations. Any Naval wives will be most welcome at the bazaar; entrance, 3d.

The children's party, for the children of members only, will take place on Tuesday, January 4, 1955, 3 p.m. till 5.30 p.m.

Particulars from Mrs. Hussey (hon. secretary), 45A Festing Road, Southsea (tel.: 33312).

SOUTHSEA BRANCH

The Southsea Branch and the H.M.S. Vernon Branch of the R.N.F.U.S.W. combined to hold a sale of work on November 8. Lady Creasy very kindly open the sale, which was held in the cinema at H.M.S. Vernon. More than 200 members and their friends attended the sale, which was much enjoyed by everyone. There were stalls of needlework and knitted garments; home-made cakes and provisions, and also many and varied items suitable for Christmas presents.

This month the Southsea Branch are holding a Christmas party for their members on Monday, December 13, at Forrester's Hall, where there will be carol singing by a choir and then old-time dancing, as well as the Christmas party tea.

On the following day, Tuesday, 14, 54 members have arranged to go on a coach outing to London, and tickets have been booked for "Cinderella on Ice," at the Empress Hall, and for "Talk of the Town," at the Adelphi Theatre for those who wish to see a show.

R.N.F.U.S.W. Dance

A dance will be held on Saturday, January 29, at Forrester's Hall, tickets for which can be obtained from the hon. secretary, Southsea Branch, R.N.F.U.S.W., 21 Clarence Road, Southsea. The price of the tickets is 2s. 6d. single, 4s. double.

Any wives wishing to join the R.N.F.U.S.W. will be welcome to come to the Christmas party or to the meeting on January 10—both at Forrester's Hall, Fratton Road, at 2.15 p.m.

VERNON BRANCH

The H.M.S. Vernon Friendly Wives met in the wardroom annexe on October 26 at 2.15 p.m.

The Rev. W. G. Sandey opened the

meeting with prayers and the singing of the last verse of Eternal Father, with Mrs. Crace at the piano. Sixty-one members were present.

As Mrs. Copeman had partially lost her voice after a cold, the vice-chairman, Mrs. R. A. Villiers, welcomed new members and guests from the Southsea and North End branches, and announced that H.M.S. Vernon R.N.F.U.S.W.'s children's party would be on Wednesday, December 15 at 2.15 p.m. in the H.M.S. Vernon's gymnasium, as it is larger than the cinema, and there would be swings and roundabouts and many other amusements for the children; also that Mr. J. A. Davison was bringing the Portsmouth Cathedral Choir to give a recital of Christmas carols, and that as many friends as members wished to bring could be invited.

She went on to say that the branch's law had been amended so that ex-Vernon wives might now remain as members after their husbands had left the Navy, instead of having to resign or join another branch.

Brains Trust

The chairman then introduced the brains trust team organised by Cmdr. Jessup, Lieut.-Cmdr. A. W. Silverton was the questionmaster, the panel consisting of Capt. McMullen, Cmdr. R. K. Emden, Cmdr. K. S. Main and the Rev. W. G. Sandey. They proceeded to discuss most ably a number of entertaining questions, including the panel's views on make-up, whether a husband could still be considered the master of the house or if his wife now had an equal status, and gave some unexpected reminiscences of the hour they would choose to relive if they had the chance.

Ladies' Brains Trust

After a few more rounds of Twenty Questions by the same panel, a ladies' team consisting of Mrs. Riley, Mrs. Copeman, Mrs. P. A. C. Neate and Mrs. I. Hutson took over, followed by a second team with Mrs. R. B. Hamilton-Bate, Mrs. Coxwell, Mrs. Villiers and Mrs. L. Brooks, with Lieut.-Cmdr. Silverton still questionmaster. The teams were brilliant, guessing all the questions, even difficult ones like "The H-Look" and "A Pink Ticket."

During the proceedings babies and children of members were admirably looked after by Wrens MacFarlane and Padgett in the guest room of the annexe.

The commissioned catering officer, Mr. W. H. Bird, kindly organised the tea, which was served by Mrs. C. H. Clark, Mrs. L. N. Buck and Mrs. F. Appleton. Thanks are due to him and also to Lieut. Harmer, who has been unstinting in the help he has given the H.M.S. Vernon branch from its early days, and the branch is more than grateful.

It's All Moonshine— In Your Hair

WE HEAR from the J. Arthur Rank organisation that the hairdressing department at Pinewood Studios didn't have any reliable information about mermaids to guide them when they styled Glynis Johns's tresses for "Mad About Men." They gave Glynis's ash-blond hair a silvery rinse, and the result was so ethereal they called it "Moonlight."

Perhaps only a mermaid could get away with hair this colour. But any girl can glamourise her hair with touches of "Moonlight" for a special occasion. Several of the leading hairdressers have marketed these preparations. And they come in several shades, from silver and gold to copper for a brunette.

Some of these "captured moonbeams" are in special puffer containers so that they can simply be squeezed on in a very fine spray. Others are made in small bottles complete with their own brush, like a nail-varnish bottle, and you just paint on your gleams of glamour where you want them.

The new hair make-up is most effective in the evening under artificial light. It is not meant to turn a brunette into a blonde, or to change permanently the colour of the hair. Use it only for high-lights, concentrated in a single streak or dusted along the top of a wave to catch the light, dappled through dark hair in a tortoiseshell effect, or to tip the ends of a feathery short cut.

In the morning your hair make-up can be brushed or washed out, and the moonbeams will disappear with the dawn.

SOUTHSEA'S Two MOST — POPULAR BALLROOMS —

SAVOY . . . SOUTH PARADE
KIMBELLS . . . OSBORNE RD.
SOUTHSEA

AVAILABLE FOR ALL Ships' Company Dances

OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!
(whether a Submarine—Destroyer—Battleship or Aircraft Carrier)

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing
The Savoy Ballroom. Radio Band Every Friday

GALE & POLDEN LIMITED

PRINTERS · STATIONERS · BOOKSELLERS and PUBLISHERS
FOR QUALITY AND SERVICE

Large Selection of BOXED CHRISTMAS CARDS

All Relations

You are invited to inspect our stocks of
Christmas Cards, Calendars, Books, Bibles,
Prayer Books, Missals, and all stationery items.

NELSON HOUSE

13 EDINBURGH ROAD, PORTSMOUTH
TEL. PORTSMOUTH 73271

Also at THE BOOKSTALL, ROYAL NAVAL BARRACKS
CHATHAM



MARRIED QUARTERS

PROGRESS CONTINUES both in the hiring of furnished houses and flats, and in the building of new houses. We have very nearly reached the maximum number of hirings allowed, and house-building is necessarily a somewhat slow job, so that it is difficult to report any spectacular changes. Nevertheless, the progress in building has been very satisfactory. The weather has been quite helpful, but the sites are becoming very muddy.

Anyone interested who happens to be on Portsdown Hill, near Fort Southwick, would be well advised to look down on the Paulsgrove site. They will probably be surprised to see how much progress has been made with the new roads. Building on this site is complicated by the slope, but they will see several blocks of houses taking shape at the western end. Their foundations are well sunk into solid chalk and should never give any trouble.

Although most Admiralty houses have in the past been all electric, the houses at Paulsgrove will have gas cooking. As most housewives are more familiar with this method, it should be popular, and husbands will be saved the high electricity bills that always mount up whilst their wives learn how to cook by electricity.

A new bus service has been inaugurated with its terminus at the north-eastern corner of the estate. This will be very useful for those who occupy houses in this area, for it will save a walk which can be long and tiresome, particularly in the uphill homeward direction.

Houses before Roads

At the Fort Brockhurst Estate, the emphasis has been more on starting houses than on road making, and the foundations of quite a large number of houses have been started. They should be complete by early summer.

At the Stamshaw Estate, next to H.M.S. Phoenix, a start has been made on the roads. Eventually, nearly 100 flats, some with three bedrooms and some with two, will be built here.

There has been very good progress with the block of officers' flats in High Street, Old Portsmouth, and, by the time this article appears in print it should be complete to first-floor level. A start has also been made on the houses in Penny Street. These flats and houses will eventually give us 20 married quarters.

The planning of the remaining estates is going on smoothly, and in 1955 there will be a very large number of houses under construction.

BOOK REVIEWS

MAX HORTON AND THE WESTERN APPROACHES. Rear-Admiral W. S. Chalmers. (Hodder & Stoughton, 16s.).

I am not quite sure what we are intended to understand by the title of this book. It falls into three divisions. We begin with a record of Admiral Horton's early career. We proceed to an account of various activities, mainly of submarines in the Mediterranean, during the period 1940-1942. We end with the story of Western Approaches from the latter part of 1942 until 1945.

It would therefore seem that the earlier part of the book is to be mainly Max Horton and the latter part mainly Western Approaches. That, in fact, does not quite happen. The portrait of the Admiral as a young man is sympathetic; the coming greatness is foreshadowed. The mastery of his profession, the firmness of his grasp, the drive of his commanding personality—these emerge clearly from the broader canvas against which the Admiral in maturity is placed. But there is a hiatus. The years between the Commanding Officer and the High Commander are vague, an indifferent water colour between two oils. During the years 1940-42 in particular, an elusive Flag Officer Submarines flits through the pages, glimpsed in the deeds of others, the god in the machine who engineers success but who never descends into the light.

There are two possible reasons for this situation. One is to be seen in the personalized form of the narration. This is primarily a book for the Service and for lovers of the Service, so that many subordinates are mentioned and their exploits detailed. In the Service we take this to be right, for all may benefit from accounts of duty well done; and those of the younger sort may find interest in that most obscure of all historical periods, the one immediately preceding one's own.

The other reason is that the distinguished author has a cause to plead. The nature of that cause may be discerned by many references and in the two important appendices VIII and IX; or, indeed, by a reading of current newspaper correspondence columns. It is this vexed question of control. Is the Navy to control the Air Force, or

the Air Force the Navy? Does the sea lie under the air, or the air above the sea? Admiral Horton believed he had the answers to these questions. The younger sort will agree that he did have the answers for his own period, but may wonder whether his answers remain relevant today. There is no doubt that the author, despite his superscription, is not quite "indifferent to the cause."

But one may legitimately ask whether it is the business of historical biography to plead current causes. One may ask whether Admiral Horton, if he were alive today, would hold the views he held ten years ago.

This is an important and stimulating book. The Admiral whom it commemorates, though loved well this side of idolatry, was a worthy subject. The author has done both subject and reader a service which has been diminished only by his occasional sacrifice of reasoned historical selection for the sake of pointing the moral.

FISH OUT OF WATER. Gilbert Hackforth-Jones. (Hodder & Stoughton, 10s. 6d.).

This novel has an autobiographical foundation. That, since the writer is a retired submariner, is enough to awaken our interest. Like himself, his principal character, out of the Service, has a war-time job in a midlands factory town. The story is competent—but one feels that so many opportunities for a really first-rate book are missed. The hero is the fish out of water, the plot is Balchinesque. There is so much reality, so near an approach to authenticity, that one wonders why on earth the author was content to stop where he did. Like the submarine in his tale, he fiddles around all day with the target in plain view. One must conclude that a slice of what really happened would have been too raw; or that the grafting of fiction to fact has been too severe an operation.

And in these days, where we have to pay such high prices for books, is it asking too much that publishers' copyreaders should attempt to eliminate at least the worst errors in spelling, punctuation and simple grammar before passing books for sale?

R. I. C.

Award for Gallantry



AT DIVISIONS on Friday, October 29, E.M.11 D. Slowley, of H.M.S. Collingwood, who recently won the Scout Silver Cross for Gallantry, was presented by Capt. (L) K. H. T. Peard, C.B.E., A.D.C., with a letter of congratulations from the Commander-in-Chief, Portsmouth.

Slowley was one of the crew of a small boat under sail in the British Channel off Portishead on Sunday, August 29. The boat got into difficulties in the unpredictable currents affecting these waters, overturned and sank. With complete disregard for his safety, Slowley swam a considerable distance in rough water, with the result that the crew of Sea Scouts was rescued without loss of life and, indeed, without anything more serious than a minor injury to one of them.

SAVINGS MATTER

DO YOU realise that you can save regularly by making out an allotment to your Post Office or Trustee Savings Bank Account?

In particular, those contemplating marriage should take advantage of this scheme.

Letters to the Editor

SIR.—Could you please send back numbers 1 to 4 inclusive of the NAVY NEWS. My subscription started with No. 5 and the paper's reception upon being sent to my husband at Singapore was so enthusiastic that an immediate request was received for the previous issues. The paper has evoked so much interest that arrangements are being made for the regular despatch of each issue as received.

Mrs. E. C. P.

Branksome Park,
Bournemouth.

SIR.—In the November issue of the NAVY NEWS you published an interesting letter by V. G. Filmer, who is to be congratulated as much on his long memory as on his Latinity—both rare qualities in this decadent age.

I was so interested by Mr. Filmer's letter that I hope he will not deny me the pedagogic pleasure of pointing out that the English motto of the Reserve Fleet, "We may bend but never break," is not equivalent to the Latin motto of Inflexible—*Qui vult me flectere, frangam*. In parenthesis, I assume that *flectere* in Mr. Filmer's letter is meant to be *flectere*, to bend.

"We may bend but never break" is surely a motto better suited to H.M.S. Flexible, should any ship ever bear that name. Now the meaning of the Latin motto is quite the opposite.

"Whoever wishes to bend me, him shall I break," or, word for word *Qui (who) vult (wishes) me (me) flectere (to bend) frangam (I shall break)*. Rather a fine expression of warlike inflexibility.

Finally, if we want to Latinize the English motto we must take the verbs "we bend" and "we break" in the passive sense of "we are bent" and "we are broken," since the active reading would mean that we bend things but don't break 'em. The Latin then is *Flectimur sed nunquam frangimur*—We are bent, but never broken.

J. I. Lynas-Gray, R.N.,
Inst. Lieut.-Cdr.

Education Centre,
Royal Naval Barracks,
Portsmouth.

SIR.—I am writing to ask you if we could entertain one or two Navy men who, perhaps, would like to spend a few days at Christmas in our ordinary home. We have lived here for 20 years and could give you our Minister's address for reference if you care to have it.

There will be no young people in the company, but we discussed it after a copy of NAVY NEWS arrived this week. We thought there would probably be some who, for various reasons, have no home to go to, hence our offer.

Name and address supplied upon application to the Editor.

ANSWERS TO QUIZ

(See page 3)

- 1 Displacement=weight; tonnage=carrying capacity.
- 2 Circumference.
- 3 (a) Jellicoe; (b) Grenville; (c) Columbus; (d) Vian; (e) Drake; (f) Scott.
- 4 Same distance.
- 5 A yellow anchor on a red field.
- 7 At midnight on New Year's Eve, by the youngest officer on board.
- 7 Spit to windward.
- 8 It was the war cry of the Vikings.

WARDROOM GARAGE R.N. BARRACKS

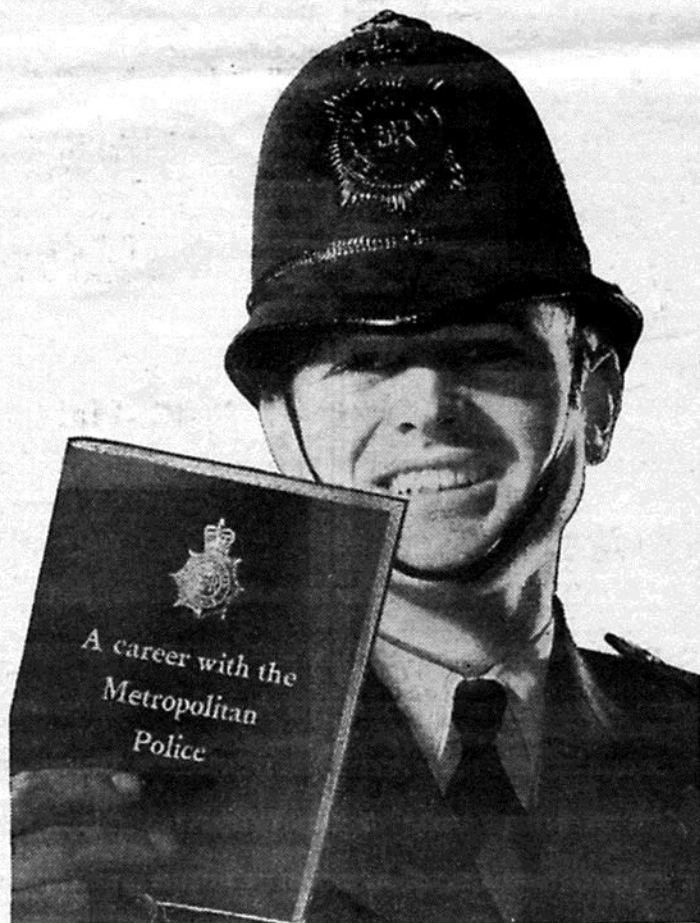
Let us service your car!

★ QUICKER

★ BETTER

★ CHEAPER

Our garage now completely modernised. Power lift installed. Tecomit pressure, greasing, etc. All kinds of repairs at reasonable charges.



£445
A YEAR FOR YOU
Plus £20 London Allowance
from the day you start training

THERE'S NO BETTER JOB

A job in London's Police is a man's job, with many opportunities for promotion, specialisation and sport. Rent-free Accommodation or generous Rent Allowance for single or married men, plus a worthwhile Pension.

If you are 5ft. 8ins. or over, between 19 and 30 years old (in special cases up to 31st birthday) and in good health, send to-day for fully illustrated booklet and application form for an interview. Your return fare to London will be refunded.

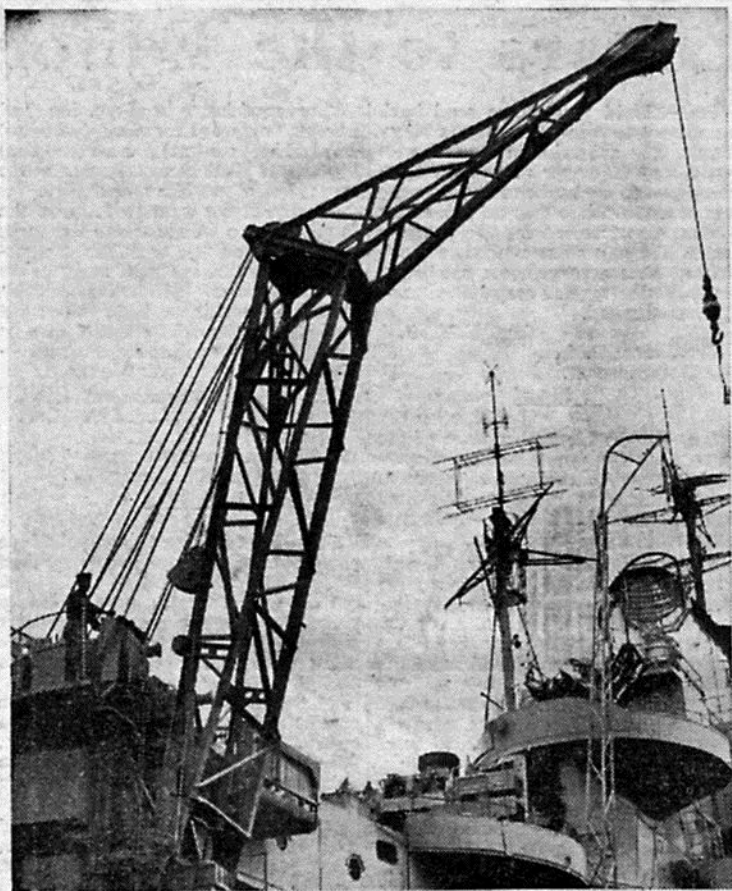
Post Coupon to: **METROPOLITAN POLICE**
DEPT. 5661, SCOTLAND YARD, LONDON, S.W.1

Please send me illustrated booklet which takes me behind the scene and tells me what happens when I join the Metropolitan Police Force.

Name _____

Address _____

Age _____



Radar aerials and the seaplane crane which form part of the electrical equipment aboard a modern carrier

NAVY NEWS wishes its readers

Bernards wish all readers A Very Happy Christmas



... and remind them that there is still time to send their gifts through Bernards Direct Despatch Service.

Bernards Gift Catalogue shows a remarkable range of gifts suitable for all ages and tastes. Merely make your choice, write out your order and delivery instructions and Bernards will do the rest, enclosing your own greeting cards or messages where required. The cost may be charged to an allotment account where it is not desired to pay spot cash.

A copy of *A Treasure Ship of Gifts* will gladly be supplied on request at a branch or from Head Office and remember **YOU CAN MAKE IT A HAPPIER CHRISTMAS FOR THE FOLKS AT HOME WITH GIFTS FROM BERNARDS.**

C. H. BERNARD & SONS LTD
6-8 QUEEN STREET, PORTSMOUTH

Telephone 4403

Other Branches at: CHATHAM, DEVONPORT, WEYMOUTH, FALMOUTH, MILFORD HAVEN, NEWCASTLE-under-LYME, DEAL, SKEGNESS, GRIMSBY, WETHERBY, LONDON, DUNFERMLINE, INVERGORDON, GIBRALTAR, SLIEMA & VALETTA (MALTA), LOSSIEMOUTH, ARBROATH, ABBOTSINCH, ANTHORN, EGLINTON, BRAWDY, KETE, HELSTON, CORSHAM, WORTHY DOWN & ST. MERRYN

Head Office:

**HARWICH
ESSEX**

Telephone 880

Members of the I.N.T.A.

THIS, THE youngest branch of the Service was founded in 1946. Prior to this electrical work had been split up between the torpedo, signals, asdic and radar departments and, during the war, the electrical and special branches of the R.N.V.R.

It was formed by the existing electrical artificer branch and by volunteers from the torpedo and W/T branches. It was subdivided into general service and air, each having its own electrical and radio sections.

Officers to form the new branch were taken from torpedo and signal specialists, with R.N. and R.N.V.R. as well as electrical and special branch R.N.V.R. officers, and warrant electricians and officers promoted from this rank. All lieutenants and above, other than those promoted from the branch list, are qualified in both general electrical and radio subjects and many are qualified for both ship and Fleet Air Arm duties.

At the end of the war the training of the branch was housed at various establishments, the general electrical side in H.M.S. Defiance, at R.N.B., Chatham, and in H.M.S. Marlborough, at Eastbourne, with the radar at H.M.S. Collingwood. In 1946 H.M.S. Marlborough was closed and H.M.S. Collingwood taking over its task became the home of the electrical branch. Recently H.M.S. Defiance has closed and all training of Devonport ratings is now done in H.M.S. Collingwood.

The air side of the electrical branch had its separate establishment, H.M.S. Ariel, which, in 1952, was transferred from Warrington to the old naval air station at Worthy Down. Each establishment is under the command of a captain (L) and all the executive duties are undertaken by electrical officers. As it is anticipated there will be a separate issue concerning the air, this issue is confined to the general service electrical branch and, naturally enough, primarily to H.M.S. Collingwood.

H.M.S. Collingwood, under the command of Captain (L) K. H. T. Peard, C.B.E., A.D.C., A.M.I.E.E., is situated between Gosport and Fareham. It covers nearly 200 acres and in its classrooms and workshops holds some of the most up-to-date electrical and radio equipment to be found in the world.

The instruction and training of all electrical officers and ratings are undertaken. They spend frequent periods in the establishment either on the instructional staff, under instruction, or, in the case of Portsmouth ratings, in the holding depot.

Also at H.M.S. Collingwood are the apprentices and the equipment and trials sections and the drawing and publications department, each with a commander (L) in charge. Their activities, together with that of a typical new entry commencing training, are described within.

The Apprentices' Section

This section of H.M.S. Collingwood deals with the training of apprentices, who will become artificers of the electrical branch on completion of their courses and final examinations. They form the most highly skilled body of

electrical ratings in the Service. Their total training consists of 12 school terms, the first four being spent, together with junior apprentices of other branches, at H.M.S. Fisgard, in Cornwall, where they receive their basic training in school, workshop and naval routine. Those destined for the electrical branch join H.M.S. Collingwood when about 16½ years old, and are split into radio and general electrical categories towards the end of their first term here. A further subdivision takes place five terms later, when a proportion are selected for air duties, and these depart to complete their training at H.M.S. Ariel, leaving about 40 to pass out each term as fully fledged artificers. The very high standard expected from an apprentice means long hours of instructional time and an average day involves anything from six to nine hours in classroom or workshop, plus a considerable amount of spare-time study. The fruit of this labour is shown by acquisition of a petty officer's rate shortly after passing out and recognition as a qualified tradesman by the appropriate union.

The combination of intensive study, youth, and the requirement to fit these boys to step into a position of responsibility, necessitates special treatment not usually encountered in the Service. Hence the existence of Fisher group, which is a miniature establishment built into the structure of H.M.S. Collingwood, and designed to meet the special needs of an apprentice. Headed by a commander (L), and with its own staff of officers and senior ratings, this unit controls the apprentice's life outside instructional hours. The group is completely self-contained, having its own dormitories, gymnasium, galley and dining-hall, canteen, recreation rooms, etc., and while conforming to H.M.S. Collingwood routine generally, modifies it where necessary. Fisher group itself is subdivided into four divisions, and each boy is allocated to one of these on joining. A division contains roughly 110 boys, and the physical layout of buildings is such that each division forms a compact section. Friendly rivalry is strongly encouraged, great emphasis being laid on sporting activities. Every boy has a week-day recreation afternoon, varied according to his seniority, and divisional league games in a large variety of sports are played throughout the week. The league winners are known as the "cock" division during the following term and earn themselves an extra day's leave. Many boys are up to establishment standard in sport and there is a strong representation of apprentices in all H.M.S. Collingwood teams. Special mention must be made

of basket-ball, where the Portsmouth Command team is almost entirely H.M.S. Collingwood apprentices. The boys also run a volunteer band which recently played with great success at the El Alamein reunion in London. There are numerous other activities including camping, scouts, sailing, choir, and so on.

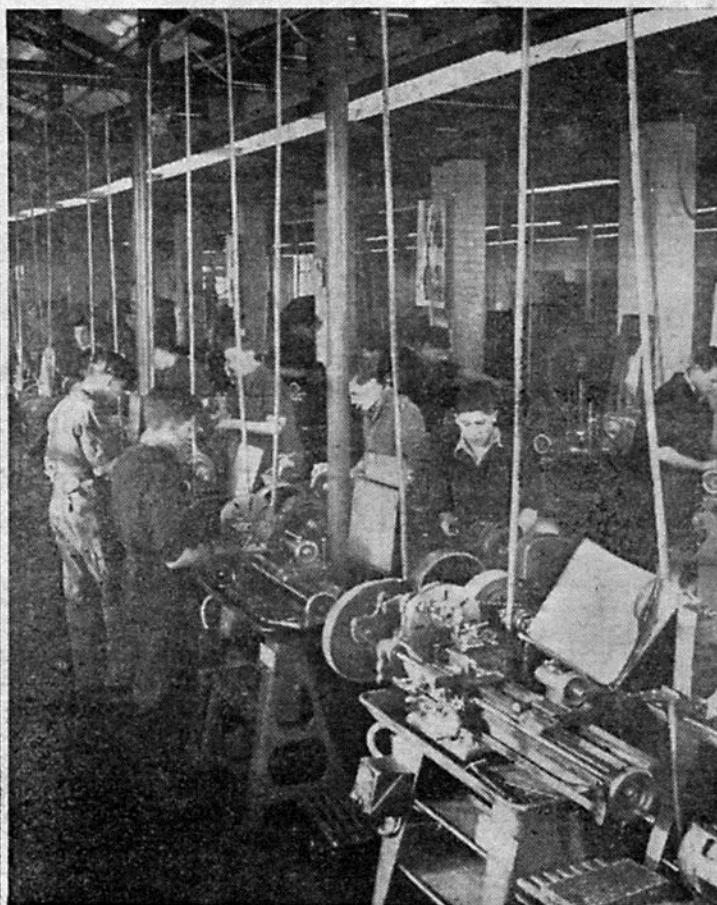
To encourage responsibility and train the senior boys, selected individuals are promoted to leading, petty officer and chief petty officer apprentices. They have authority within Fisher group and extra privileges such as leave according to their rate, and P.O. and C.P.O. apprentices have their own separate recreation room and study room. Discipline is maintained by these boys, backed by the staff, and as far as possible they run their own parades, musters, ceremonies, etc. The group also has its own divisional fund, controlled by a welfare committee composed of one representative from each class. Similarly it is the aim to deal with all matters concerned with apprentices inside the section. The over-all system can be compared to that of a residential school, modified to conform to naval standards.

Equipment and Trials Section

The equipment and trials section comprises ten officers and ten ratings, plus a rapidly expanding subsection compiling electrical registers and preventive maintenance schedules for H.M. ships. Whilst an integral part of H.M.S. Collingwood, the naval electrical department, Admiralty is in general control of their programme of work.

Their principal function is to advise and assist H.M. ships with their electrical and electronic material defects when beyond the resources or the reach of Fleet or squadron assistance; their services are always available upon request. Ships also send in periodical reports on their material problems. From these sources the section keeps the naval electrical department informed of short-comings in design, lack of maintenance facilities and any other matters which affect the electrical efficiency of the Fleet, so that the necessary action may be taken within the Admiralty to rectify them.

The section attends the electrical trials and inspections of ships being built, converted or modernised, principally to ensure that all electrical equipment is properly installed and accessible for maintenance, and to advise and help the ships' electrical officers. The section is not intimately associated with the development of new equipment, but officers who are, having recently served with the various design establishments, are usually



Apprentices on workshop instruction

H.M.S. COLLINGWOOD BAND



WHEN THE Royal Marine Band was withdrawn from H.M.S. Collingwood, a volunteer band was formed from the ship's company and ratings under training. The Bandmaster of the Royal Marines Band, Bandmaster King, was retained to form and train this band.

Since then the band has performed for all ceremonial occasions and supported all events in Collingwood requiring musical accompaniment.

Many outside engagements have been carried out, and some of these are now standing commitments. Outside engagements this year have included Easter Navy Days (Changing the Guard ceremony), Gosport Empire Youth League Parade, the opening of the new Sea Cadet Headquarters

BRANCH OF AL NAVY

appointed to the section when the new equipment goes to sea so that their experience may be available in assisting H.M. ships to resolve their teething troubles.

Whilst the equipment and trials section is available to advise and assist on radio problems, the responsibility for radio trials and maintenance features rests with a similar section in the Admiralty signal and radio establishment. H.M.S. Collingwood's equipment and trials section's workshops are used to try out modifications, to carry out minor equipment trials, and to reproduce for close examination the conditions associated with equipment failures at sea.

The electrical register, currently a major task, provides a comprehensive record for each component of electrical equipment in the ship, e.g., motors, amplifiers, etc. The electrical register must be individually compiled for each ship (the register being prepared for H.M.S. Ark Royal comprises seven volumes of over 5,000 pages in all) so that it will be some time before the registers are universally available to the Fleet.

Quite recently the production of preventive maintenance schedules has begun, listing on separate pages the periodical routines necessary for each equipment to help to prevent breakdowns and to ensure high performance. These companion publications to the electrical register are designed to make the electrical maintenance task easier at sea.

In short, the equipment and trials section aims to be the electrical link between ship and shore and the "universal uncle" to all those of the electrical branch who serve afloat.

The Training Side of H.M.S. Collingwood

All electrical officers and ratings pass through H.M.S. Collingwood at intervals during their service, and to describe the many forms of training given would take too long and you would become bored with detail and technical jargon.

The electrical branch is divided into two main sections, ship and air, and these are subdivided again to general electrical and radio. The four types of ratings are split into artificers and electricians.

The electrical artificer is chosen from the common entry which do their initial training at H.M.S. Figgard before coming to H.M.S. Collingwood. The young electrical ratings come to H.M.S. Collingwood direct from civilian life, and it is about one of these young men I would like to tell you.

John Smith is 17½; he has just been

accepted as a new entry into the electrical branch and is due to report at H.M.S. Collingwood in two days' time.

Travelling down to Fareham he finds on the train a number of other young men who, like himself, are about to enter the Service. They arrive at the green entrance gates of H.M.S. Collingwood and having entered soon become enmeshed in the routine of joining.

Those who are not used to communal life find it strange and sometimes a little embarrassing. John Smith doesn't mind; he has been a scout and is used to looking after himself, and being thrown together with other human beings doesn't worry him.

He gets his uniform and putting it on for the first time feels that at last he is in the Royal Navy. The six weeks which form the first part of his training pass very quickly. During this time he learns the rudiments of seamanship and becomes very familiar with the parade ground. The whaler, fitted up on the parade ground as a sea boat, becomes an old friend, and he even has his picture taken with it forming the background.

There was one day about which he had some misgivings. That day the class went to H.M.S. Vincent to climb the mast. It looked enormous, but he came back very pleased with himself and confided to a friend that there was "nothing to it."

At last the six weeks are all but gone. It is now time to decide in which of the four sections I mentioned previously he will be selected to continue with his training. The training commander talks to the class and tells them about each section and describes the prospects of future advancement. He also explains that selection is dependent on the man's choice, the opinion of the personnel selection officer and the Admiralty requirements for numbers in each section.

John Smith writes down his choice in order of preference, and after a talk with the personnel selection officer is fairly optimistic. He wants to be a radio electrician's mate, and is delighted when told he has been selected as such.

The class now splits up and John Smith says goodbye to those who have been chosen for the air branch. They go to H.M.S. Ariel at Worthy Down for the next part of their training.

For John Smith, the hardest part now starts. He is back at school and finds he is a bit rusty and has forgotten some of the things he used to take in his stride. In 32 weeks he will be taken, step by step, through the mysteries of alternating current theory, wireless and radar theory—relieved by a spell in the workshop to be taught soldering and

the use of simple hand tools. There is also practical work to be done on actual equipment. There are several examinations to be taken, both written and oral, each of which must be passed before going on to the next step.

Our hero has by now passed his eighteenth birthday and considers himself an old hand. He has grown to like his work, finds the going hard, but takes every opportunity to keep fit by playing games. The last few weeks of the course heave in sight and he begins to wonder where he will be sent. Will he go to sea and, if so, what sort of ship will it be? He listens to gossip about the merits, good or otherwise, of various ships, and hopes he will be lucky.

At last his training course is over and, as he belongs to the Portsmouth Port Division, he is put in the drafting pool in H.M.S. Collingwood. For a short while he is employed on establishment duties and then suddenly finds himself drafted to H.M.S. Non-such, a Fleet destroyer.

John Smith, radio electrician's mate, second class, packs his bag and hammock, steps into the waiting transport, and is gone.

Eighteen months to two years later he will be back to undergo training for the next step in his career. Good luck to him.

The Drawing and Publications Department

This department, which is mostly staffed by civilians with a small number of electrical officers, is concerned with the preparation of handbooks, diagrams and training aids, both for circulation as required to ships at sea, and for use in the instructional side of the establishment itself.

It has a large modern drawing office, photoprinting and photographic sections and typing pool, which together can undertake the large variety of work demanded.

The technical journal of the electrical branch is also prepared and edited in this section.

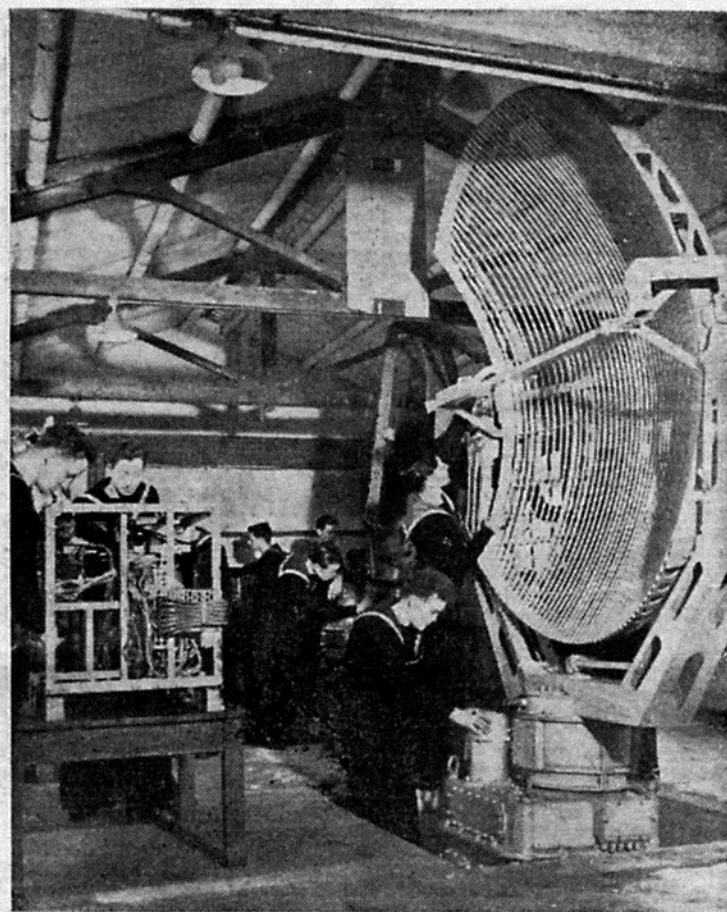
Sport

Since its inception the name of H.M.S. Collingwood has appeared well to the fore in all the major sporting events in the command. Adjacent to the establishment is the first-class sports ground, with its variety of pitches, and an excellent pavilion. This was built by its own unaided efforts from non-public funds.

All varieties of sporting clubs exist within the establishment, the most recently formed being the underwater swimming club.

Representatives are found in most of the Royal Navy teams, currently L. E. M. Champion is in the soccer eleven and Lieut. (L) Jacobson in the rugby fifteen. The Navy eight, which was beaten in the finals at Henley this summer, had Lieuts. (L) Clack, Hall and Wishart rowing, the two former having previously obtained their blues as members of successful Cambridge eights.

Lieut. Clack also rowed for Great Britain in the 1952 Olympics at Helsinki, and Lieut.-Comdr. (L) Potter also represented the country in these events at yachting.



Radio ratings under instruction on a modern radar set

A Very Happy Christmas

JUST LEAVING THE ROYAL NAVY?

A CAREER with interest and an invaluable opportunity for experience and advancement in a technical field of growing importance is offered to suitably qualified R.N. Personnel leaving the Service. Working conditions are excellent and rates of pay above the average. We urgently require:

SENIOR AND DESIGN DRAUGHTSMEN

(MECHANICAL) for interesting work on electro-mechanical devices and servo mechanisms of various types. Applicants should have experience of work in an allied field together with a thorough engineering background.

A.E.S.D. scales are regarded as a minimum and pay will be in excess of these rates for suitable candidates.

INSPECTORS (Electrical Section). Electrical Artificers are invited to apply for these posts.

ELECTRICIANS for wiring and assembly of complex electronic circuits. Applicants must be highly skilled with knowledge of radio.

INSTRUMENT MAKERS, MACHINISTS AND FITTERS. Good opportunities for O.As./E.R.As. and Stoker Mechanics able to undertake precision work on modern machinery in well-equipped shops.

ENGINEERS of University standard with a minimum of three years' development or design experience in either electronic or mechanical engineering.

TECHNICAL ASSISTANTS. Fleet Air Arm Specialists with good mathematics, technical knowledge—radio/radar or electronics.

Candidates for the above posts should write fully to the Personnel Officer, Air Trainers Limited, Aylesbury, some six weeks before they are ready to take up employment.

AIR TRAINERS LIMITED

MANUFACTURERS
FLIGHT
SIMULATORS
AYLESBURY



OF
INSTRUMENT
FLYING TRAINERS
BUCKS

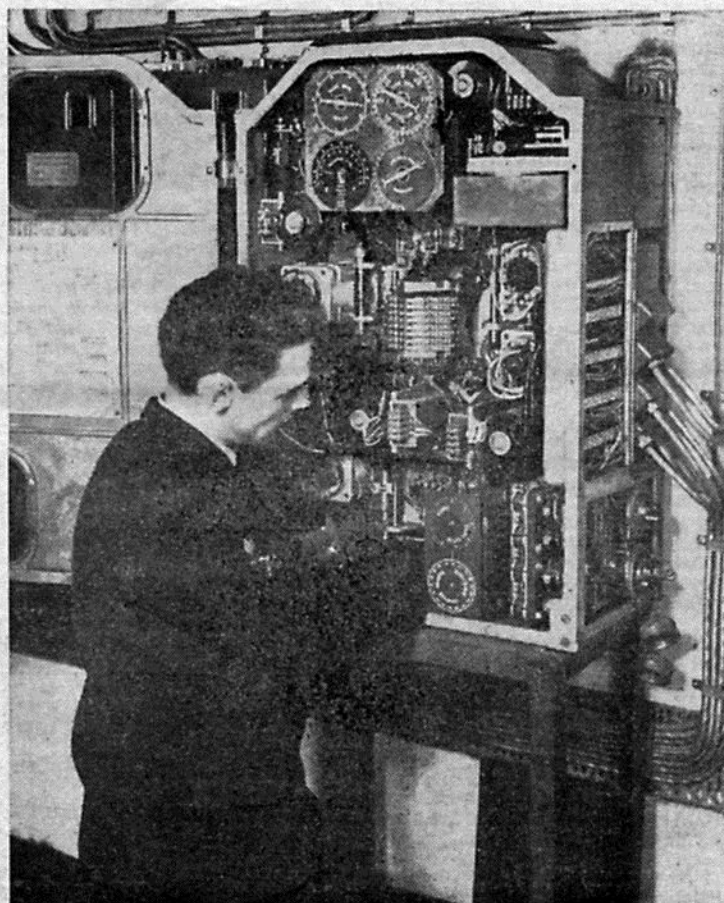
GOOD VOLUNTEER AND



at Gosport, Foudroyant Fete, the El Alamein Reunion, and Remembrance Day Parade at Fareham. The band also has the honour of playing for wardroom guest nights on special occasions.

The present bandmaster is Band Sgt. R. Rowson, R.M., who has kept the band in a high state of efficiency.

The biggest headache is, of course, drafting. So remember, all you electrical ratings who have been in the band, or who can play a musical instrument, when you return to Collingwood give your names in to the Bandmaster or the Gunnery Officer and keep the band going. As Collingwood has one of the largest parade grounds in the country, a large band is essential.



Electrician (petty officer rate) working on gunnery control equipment

Dockyard Notes

A HIGH-LIGHT of the winter functions of the Dockyard Establishments Sports Association was the first visit of Rear-Admiral J. S. Salter when he presented the association trophies on Friday, November 19.

The function was well supported by the heads of the departments and members. The presentation was preceded by an excellent concert, and was followed by dancing, the whole evening being enjoyed by all.

Mr. H. Chislett, on behalf of the association, welcomed the Admiral Superintendent, and after a short and witty speech, called upon the Admiral Superintendent to make the presentations as follows:

Beverley Cup: Mr. S. Green (M.C.D.).

Beverley Bowl: Mr. and Mrs. Duke (E.E.M.).

Hubback Shield (donated by Rear-Admiral Hubback on his last visit to D.E.S.C.A. to be presented to the club or section making most progress during the year): Angling Section.

Rifle shooting trophies.—President's Cup: Mr. W. S. Tucker (M.C.D. with an aggregate of 98.8. Championship Cup: Mr. A. Allen (M.C.D.) with an aggregate of 98.1.

Tennis League trophies.—Mr. R. Dobson gave a resume of the tennis season, which was highly successful despite the unseasonable weather. League Division 1: M.C.D. Drawing Office, League Division 2: M.E.D. Drawing Office. Individual knock-out: Mr. Furlong (A.E.W.).

Bowls trophies.—Mr. Aylward, supported by Mr. E. Hartley (chairman Bowls Section), and Mr. J. Gowdy, re-

ported on the activities of the bowls section, which, he said, was like the curate's egg—good in parts. The league and knock-out events were highly successful, but the representative sides' effort in the P. & D. Bowls League was not supported so well and consequently did not meet with such success. Tribute was paid to the splendid effort of the Cashier's Office club, which, having languished at the foot of the table for two seasons, surprised everyone by finishing at the top. For a club that is naturally not numerically strong, this was indeed a splendid performance and is a very good example to all clubs. League champions: Cashier's Office. Rink knock-out competition: Factory Sports (M.E.D.). Pairs knock-out competition: Messrs. W. Halstead and R. Rouse (Pneumatic Plant, M.C.D.). Runners-up: Messrs. W. Shirley and F. Wallis (Joiners, M.C.D.).

Mr. Chislett then called upon Miss Brenda Green to present a bouquet to Mrs. Salter. Mr. Chislett thanked Admiral Salter for making the presentations. Admiral Salter assured us that we shall be seeing more of him in the future, and that he was delighted to be with us, and honoured to be asked to present the trophies.

He referred sympathetically to the absence of the chairman, Mr. S. H. Wyborn (through an unfortunate accident overnight), and the secretary, Mr. H. S. Corben (on the sick list), and wished both a speedy recovery. He called upon all clubs, as well as individuals, to give the association whole-hearted support and co-operation.

Health Notes

INOCULATIONS

ALL SERVICE personnel, and their wives and families when they go abroad, suffer inoculations in one form and another, and many must have wondered, as they go to bed with a sore arm, whether it really benefits them.

Most infectious diseases are caused by germs or very minute germs called viruses, and when we have had an infectious disease we are less likely to have a second attack, though we can get a second attack of anything. We have, in other words, become immune to that disease.

Now inoculations aim at making us relatively immune. In some cases, such as vaccination against smallpox or inoculation against yellow fever, the live germ is used, but has been weakened to render it harmless. The person is given a mild attack of the illness and is then less likely to contract that disease later, and the effect will last for several years.

In many cases, like typhoid, dead germs have to be used, as living ones are too dangerous. This does not produce the disease, but the entry of dead germs into the body causes a good immunity, though this is fairly short-lived and needs to be repeated every year or so if the person is exposed to risk.

Sometimes only the toxin, or poison made by the germ, is injected, as in the case of diphtheria, and here as a rule a very good immunity is obtained lasting for many years.

Vaccination has caused smallpox to go from these islands, and the inoculation of children against diphtheria has led to its being a rare disease, though numbers of uninoculated children still die every year from it.

In the Boer War, before T.A.B. came in, there were over 60,000 cases of typhoid. In 1917, after its introduction, there were only 4,000 cases amongst the millions of men under arms.

There are just two popular fallacies I would like to clear up. Firstly, an inoculation prevents only one disease. For example, T.A.B. is effective only against typhoid; it will not stop you getting influenza, diphtheria or anything else. And secondly, it is not an absolute guarantee against that disease. Just as you can contract a second dose of measles, so it is possible to get the equivalent illness after inoculation; but you are very unlikely to do so, and if you do, the attack is likely to be mild.

M. E. R.-G.

Underwater Swimming

MAN IS a curious animal. He is inquisitive and for ever delving into the mysteries of the unknown: exploring the Amazon rain forests; conquering Everest; and investigating speeds above that of sound. All evidence of man's enquiring nature.

It is with this same feeling at the back of their minds that a few underwater swimming clubs have been formed in Great Britain in the last couple of years. For a considerable time, underwater investigation has been limited by the equipment required for a suited diver—lines to the surface, a constant air supply, and the limited mobility of the diver himself. The invention of the Aqualung by Commandant Cousteau, of the French Navy, has opened up a vast field for free underwater exploration. The diver is as free as a fish and can penetrate to depths of 150 ft. with ease. Depths of over 400 feet have been achieved in serious scientific investigation.

In the Portsmouth area three clubs are at present functioning. The first of these is a branch of the British Sub-Aqua Club with headquarters in Southsea. The B.S.A.C. was formed in 1952 and now has branches all over the country and connections with several similar organisations overseas. In the Isle of Wight the Three Fathoms Club operates and this also has a branch in Gosport.

In April of this year the first naval club was formed in H.M.S. Collingwood. The club has some 40 members and has built up a variety of equipment in the short time it has been running. Funds have limited the club to one Aqualung, but ex-Service Salvus equipment and German submarine escape Dräger units have been obtained. The use of the latter equipment is strictly limited, since pure oxygen can be dangerous at depths of more than 30 ft.

The secretary of the Collingwood Underwater Swimming Club (Instructor Lieut. Berry) would be pleased to provide any information for those interested.

T. P. B.

Sportsman of the month

WHEN READING the sports results in one's favourite newspaper or following up cross-country running, the name of M.A.A. Pape very often appears to head the list of favourites.

Pape joined the Royal Navy on May 2, 1939, and spent the early part of the war in the cruiser Phoebe and later played his part by running aviation spirit to Tobruk on board a 700-ton tanker.

At the age of 19 he was rated petty officer whilst serving with the Royal Navy Beach Commandos, taking part in the D Day landings.

In 1946, when the Service took on its peace-time look, Pape had to resign himself to the job of "Crusher" and rather than stagnate at an office desk took up athletics, and enjoyed the minor successes of one so placed.

The year 1949 found him taking part in his first marathon—Windsor to Chiswick, a distance of over 26 miles, at the end of which he finished 81st.

This was followed by winning the Middle East Inter-Services Cross-Country Championship at Malta in February of 1951.

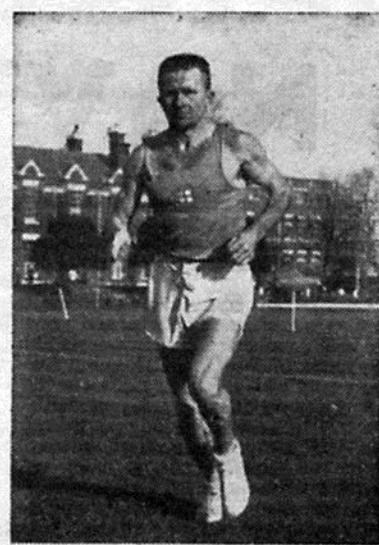
Being a personal friend of Jim Peters, he decided to study his methods of training and to look to him for advice.

Hard training on Pape's part was to give him the success he has so justly deserved. In off-duty hours he can be seen training at Whale Island and setting an example to the younger members of our cross-country teams; or perhaps you cycled past the lone runner on his way home to Southsea via Cosham and Drayton.

To Pape training hard means running 260 miles in a week in just under racing speed. This is divided into 16 runs to total 110 and 20 runs to total 150 miles. His training distances vary from 4 to 20 miles and are all timed by stop-watch and recorded.

Diet . . . Eats like a "horse."

He likes to lead all the way and often appears to go fast at the start to achieve this. These methods, drastic though they may seem, took Jim Peters to the top but have been criticised by many coaches and athletes.



This type of training has given Pape the following successes:

1953.—Won Inter-Services Marathon, Navy Cross-Country Championship, Hampshire County Six-Mile Championship, Chichester-Portsmouth 16-mile road race; second to Jim Peters in the Morpeth 13-miles road race; and rated ninth best marathon man in Britain.

1954.—Won Hampshire Six-Mile Championship, Hampshire Ten-Mile Championship, Chichester-Portsmouth 16-mile road race, Wigmore 15-mile road race; once again second to Jim Peters in Mitcham 15-mile road race; third in Southern 20-mile Championship; and second in the Belgrave 20 miles (ten yards behind J. Iden).

The successes are still going on and he is inspiring a number of younger athletes at Whale Island.

What club does he belong to? Why! R.N.A.C. South; honorary secretary C.P.O. Barnes.

Well done M.A.A. Robert Henry Pape.

A.F.Os. of Interest

A.F.Os. MARKED with an asterisk have been published for display on ships' companies' notice boards.

South African Navy

*A.F.O. 2837/54 announced a requirement for an ex-Royal Navy C.P.O. or P.O. (R.P.I.) for entry into the South African Navy.

Terminal Grants

*A.F.O. 2844/54 announced that ratings who continue in the Service and are permitted to draw pension after completing 22 years' service may be paid their terminal grants forthwith if they so desire, instead of on final discharge. Those who elect to receive payment of pension must understand that no further grant or resettlement will be payable to them when they finally leave the Service. Applications for payment should be made to the Director of Navy Accounts.

Laundries in H.M. Ships

A.F.O. 2892/54 described the present Admiralty intention to fit laundries in all capital ships, aircraft carriers and cruisers as opportunity offers, and laundry machinery in escort carriers. It is intended that as far as possible laundries on board should be run without profit, but where accumulated profits do exist they should be transferred from the laundry fund to the ship's fund.

Removal Expenses and Disturbance Allowance

A.F.O. 2894/54 relaxed the existing rules governing the payment of removal expenses and disturbance allowance in respect of moves in anticipation of an appointment. In future, in certain circumstances, claims by an officer or man for a move made when he is either uncertain or unaware

Civil Service

*A.F.O. 2896/54 notified that the Civil Service Commissioners have announced opportunities for officers and men to compete at an open competition for at least 50 posts as assistant preventive officer, for which the written examination will be held on March 8, 1955, at various centres in the United Kingdom and at main Service centres overseas.

Fifth Five and Sixth Five Re-engagements

*A.F.O. 2954/54 provided further details about fifth and sixth five re-engagements for certain special classes of men, e.g., Royal Marines Band Service, Royal Marines, men serving on extended-service engagements, pensioners serving on N.C.S. engagements, pensioners not serving who may apply to re-enter, and men under a liability to perform supplemental service on completing time for pension.

Re-engagement and Re-enlisting to Complete Time for Pension Bounties

A.F.O. 2955/54 announced that payment of a re-engagement bounty of £100 will continue until further notice. A re-engagement bounty of £75 is also introduced for W.R.N.S. ratings from April 1, 1954. The conditions of payment remain the same, i.e. (a) that men must have been serving on September 1, 1950, and have served continuously since that date, (b) must have completed eight years' service and re-engaged to complete time for pension. An advance payment of £75 will be made on re-engagement and the balance of £25 will be paid on the first day after completion of the first engagement of 12 years.

ROYAL TOURNAMENT, 1955

FIELD GUN COMPETITION

PREPARATIONS ARE once more being made to commence training for the traditional Field-Gun Competition. Hopes are high that this year the first crew to be trained in the Royal Naval Barracks will sweep the board at Earl's Court, and to this end Portsmouth's Field-Gun Officer (Lieut. P. B.

Grotian, R.N.) and First Trainer (C.P.O. E. T. Harris) are busily engaged in the selecting of volunteers. Training proper starts on February 1, 1955, and, who knows, maybe you can represent your Command. Enquiries to the Field-Gun Office, Royal Naval Barracks, or your divisional officers.

Phone 6908

BAUN & CO Estab lished 1880

Naval Tailors and Outfitters

172 & 182 QUEEN STREET, PORTSMOUTH
(Members, Inter-Port Naval Traders' Association Ltd.)

NAVAL ALLOTMENTS ARRANGED

PRICE LIST ON REQUEST

FIRST IN THE FIELD FOREMOST EVER SINCE

HAVE A

TAVERN

the stronger ale at a lighter price

says "Hoppy"

COMMAND NEWS

H.M.S. OSPREY

A PERIOD packed with a variety of activities, both Service and social, has just passed in H.M.S. Osprey, and we look forward to a number of interesting naval occasions before Christmas leave.

Going back to the summer, in September the Portland Sailing-dinghy Trophy was won by H.M.S. Osprey. With three boats in each of the three races, Osprey crews obtained three firsts, three seconds and a third, fourth and fifth out of an average number of 12 starters. Next in order of points were the 2nd Submarine Squadron, 2nd Training Squadron and the two carriers of the H.F.T.S. Osprey helmsmen were Cdr. Ducat-Hammersley, Lieut. Sebborn and Surg. Lieut. Coles.

Undoubtedly the most important event here recently was the visit on October 19 of the new Commander-in-Chief, Portsmouth, Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O. The Guard and Division were inspected and marched past in the forenoon. The Commander-in-Chief walked round the establishment, had lunch in the wardroom, and afterwards visited H.M. Dockyard, Portland.

The stage comedy, "Worm's Eye View," was presented in the Osprey cinema by our Drama Club, The Osprey Players, on October 27, 28 and 29. It was produced by Instr. Lieut. Cdr. Stevenson, the Senior Instructor Officer, and shown once each to the officers, the C.P.O.s. and P.O.s., and to the ship's company. The cast of officers and ratings and the stage staff had devoted many evenings to rehearsing, and the result was a well-deserved and unqualified success.

On the following Thursday a fourth performance of the play was given to 100 disabled people from Weymouth, Portland and Dorchester, organised by the Portland and Weymouth Branch of the Dorset Association for the Welfare of the Physically Handicapped. Ramps were put over the steps leading to the cinema, and every other care was taken to make things comfortable for the guests, many of whom are dependent on wheel-chairs. A buffet supper was served during the interval by naval stewards.

General drill was exercised on October 29th, the six teams competing having a variety of tasks to test their initiative and efficiency. The tasks included obtaining blackberries, a cockroach, a cat, a dog and a "spithead pheasant." More elaborate jobs required the teams to construct a stile over a fence, fire-fighting, and setting up road blocks. In other tests each team had to get two of their number across a ravine, light a fire, brew tea and drink it, and set up defences for one of the establishment buildings.

The ship's mascot, a dog appropriately named "Doppler," began to take umbrage at being "captured" so many times, and later teams found a dog less easy to produce!

Osprey were represented by a rescue team in a full-scale Civil Defence exercise, "Dorset Two," held in Weymouth on November 17.

The only person on the staff who seems to have enjoyed the recent spell of rough weather is the Surgeon Lieutenant, who has been trying out a new anti-seasickness remedy on the classes at sea. Some hardy members of a class who considered that they did not require such things are reported to have regretted it after one particularly rough trip.

Turning from the past to the future, we have an outstanding event to look forward to in the visit of the Duke of Edinburgh to Portland on November 26. The Duke will arrive by helicopter and will be received by a Royal Guard and Flag and senior officers of ships and establishments at Portland. His programme includes visits to naval establishments in the port and luncheon in H.M.S. Osprey wardroom.

We are all beginning to think of Christmas, and there are to be Christmas dances in the wardroom and the C.P.O.s' Mess during December. The annual children's parties for the wardroom and ship's company occur on December 15 and 16, and will round off the social programme for the year.

Sport

Navy Hockey Cup Competition

Our outstanding achievement this term has been to reach the quarter-finals of the Navy Hockey Cup Competition, inaugurated this season. In the first round we beat the 2nd Submarine Squadron, based at Portland, by 10-3, and in the second round defeated H.M.S. Vernon, our large rival T.A.S. School, by 6-4 after 20 minutes' extra time, the score being 4-4 at the end of 70 minutes. The match was played in indescribable

weather and no one was sorry when it ended, including a small number of hardy spectators whose support undoubtedly encouraged our team very considerably. The third-round match was at Portsmouth against H.M.S. Dolphin, whom we defeated 3-1 after a very hard-fought game on a sticky ground. Once more our team was greatly encouraged by a very satisfactory number of supporters.

In the quarter-final match on November 29 we move out of the submarine and A.S. world at last, as we are opposed by H.M.S. Dædalus, who will undoubtedly be a hard nut to crack.

Soccer

In the Portland Services Midweek League, Osprey have played three matches, won two and lost one. In the R.N. Portland League we have only played one match, which was lost. Osprey will shortly be losing the services of E.R.A. Northover, who has played in Weymouth's Southern League side, as he has a draft to H.M.S. Reclaim.

Hockey

Not counting the three Navy Cup matches won, Osprey's team have won two, lost one and drawn one, in four matches against ships' and other teams. The U.S., Portland, team has usually had a very high proportion of Osprey players for the Saturday matches.

Rugby

Although weak this year, the rugby side is very keen and has had regular fixtures. Seven of them have played regularly for U.S., Portland, on Saturdays, and a few people on course have had an occasional game in addition.

H.M.S. AGINCOURT

THE AUTUMN cruise is now drawing to a close and for us it has held a full and varied programme.

We started with two weeks at Invergordon with the remainder of the Home Fleet doing exercises, and we managed to have entries in the Fleet Athletics. A.B. Hall has already been mentioned for running; also the Squadron P.T.I., P.O. Cressey, did very well in the field events. I believe here was the start of our sports successes throughout the cruise.

Came Exercise "Morning Mist," and with it 10 days at sea. We found it not to be as cold as was anticipated; however, as a precaution Arctic clothing was issued. During the exercise we visited several Norwegian fiords, glimpsing excellent scenery en route. To break the dog-watch monotony we ran—quite successfully, too—an inter-mess quiz over the S.R.E. The wardroom, favourites throughout the competition, were convincingly beaten in the final by the Communications Mess.

On completion of "Morning Mist," we commenced the first of our courtesy visits, calling first for a week at Liverpool, where everyone thoroughly enjoyed himself. A heavy sports programme was arranged for the ship and the Squadron—soccer, hockey, rugby, and even golf—and almost every day saw teams leaving the ship. Dances and tours were organised, and it was with regrets, especially among the ship's "Romeos," that we left for Cardiff in company with Corunna. It was here that we held our "paying off" dance, which was a huge success. Our visit gave us opportunity to witness the Wales v. Scotland Soccer International at Ninian Park, and the Navy was well represented. Again our visit proved a success and a good time was had by all.

So we left the United Kingdom for Gibraltar, exercising en route with the Fleet. We were to have F.O.F.H.'s Inspection at Gibraltar, so this had top importance with regard to work. On arrival, we entered dock and set to preparing for inspection.

We fought a hard tussle with the remainder of the Squadron for the Inter-Squadron Soccer Cup, beating Aisne in the final. Not to be outdone, the hockey team came back with the Inter-Squadron Hockey Cup. It is heartening news that most of our soccer team will be with us when we recommission in December; then we will be able to hold our own in the Mediterranean.

Our sporting honours did not stop at hockey and soccer. Representatives from the 4th D.S. swept the board at the Fleet boxing.

Admiral's Inspection was a success despite a race with the weather, and it is all over.

Captain (D), Capt. R. G. Mills,

addressed the combined ships' companies in a short but impressive speech of farewell. This was the last occasion the present commission was together.

So ends a happy and exciting commission which brings credit and honours to the Squadron, and Agincourt in particular, both on and off the sports field, and a reputation second to none. It is up to our commission to maintain it in the Mediterranean next year.

Eric Colpitts

ROYAL NAVAL BARRACKS

WELFARE TOPICS

"Chocolates, Cigarettes, Ice-Cream"
A VERY popular innovation in the Victory Cinema is the selling of ice-cream. The welfare secretary informs me that since this was commenced on Wednesday, November 3, almost £100 worth of ice-cream has been sold in the cinema. Of the three types available—tubs, choc-ices and lollies—the latter is the favourite. During one recent performance 200 of these delicacies were sold. How the lads love their lollies! The profit on these sales goes to the Welfare Fund, after the sellers have taken their percentage.

Shoe-shine

By arrangement with the makers of Cherry Blossom Boot Polish, an advertising film was shown for one week last month and large tins of this polish were distributed free at each performance.

Children's Parties

In connection with the children's parties to be held in Royal Naval Barracks on January 4, 5 and 6, 1955, a preliminary meeting has been held and the support of all groups has been promised in an effort to reorganise these entertainments. It is hoped to have something quite different to offer the children, and at the same time to keep amused all the volunteers who every year come forward to assist.

The Royal Naval Sick Berth Staff Association (Portsmouth)

The Royal Naval Sick Berth Staff Association (Portsmouth) was discontinued during the war years owing to complete disorganisation of its members through drafting and other obvious reasons. In May, 1946, it was re-formed and has since been slowly progressing with an ultimate aim of attaining the pre-war strength of 500 members or more. Unfortunately, the present membership is only 120, but it is considered that if the principles and objects of the association were more widely promulgated, new members would be forthcoming.

The association is open to all serving and ex-serving members of the sick berth staff.

The basic principles and objects are briefly as follows:

1. To foster esprit de corps.
2. To develop and maintain friendship between past and present members of the sick berth staff.
3. To assist in obtaining employment.
4. To provide a benefit payable on the death or invaliding of a member.
5. To assist members or their dependants who are placed in necessitous circumstances, through representation to the R.N.B.T. or other charitable organisations.
6. To circulate among members the Royal Naval Sick Berth Staff Directory.
7. To afford opportunities for the discussion of interesting topics.

Meetings are held on the first Wednesday of each month at the Royal Sailors' Club, Queen Street, Portsmouth, at 7.30 p.m.

The annual reunion dinner and dance of the association will be held at the Empress Ballroom, Stubbington Avenue, Portsmouth, on Friday, February 25, 1955. Tickets: 15s. single; dance only, 7s. 6d. double, 4s. single. All sick berth staff, past and present, are welcome. Tickets and full information obtainable from the secretary, G. Taylor, S.B.C.P.O., Sick Bay, Royal Naval Barracks, Portsmouth.

Football

Royal Naval Hospital, Haslar, was successful in winning the Inter-Port Hospital Cup on Wednesday, November 17, by defeating Royal Naval Hospital, Chatham, 6-0. S.B.A. Ross completed his hat-trick, and other scorers were L.S.B.A. Grant (2) and S.B.A. (D) Cooper (1). The cup was presented by Surg. Rear-Admiral J. Hamilton during the dance held at Haslar in the evening.

D. G. B.

H.M.S. GAMECOCK

W.R.N.S. Good Conduct and Long Service Medal

OWING TO the commitments of the Service, the Long Service and Good Conduct Medal was presented to Chief Wren Anderson by the Captain of H.M.S. Gamecock, Capt. L. W. A. Bennington, D.S.O., D.S.C., R.N., in his office. When asked if she had

Wren Anderson's motto is: "The Service is what you make it." Chief Wren Anderson is the third Wren rating to be awarded the Long Service and Good Conduct Medal.

Congratulations

On Saturday, November 20, 1954, L.S. Gay and P.O. Wren Gilbert were married at Rugby. Their romance



anything of interest which she had done in the Service, her answer was that her job as a cook was always interesting. She said that her only regret was that she had not been able to serve abroad, but she had been to many different places in the United Kingdom. With only five years and 10 months to go for pension, Chief

started in the M.S.O. at Bramcote, where a misunderstanding between the two started a "dripping" session. As L.S. Gay said: "I had to go back to apologise, and from then on—well, a man just didn't stand a chance."

All the messmates of both parties wish to extend their congratulations

Continued on page 10

THE CANADA LIFE ASSURANCE COMPANY

(EST. 1847)

CANADA'S OLDEST LIFE OFFICE

For Professional Advice and Personal Service

POST THIS COUPON
TODAY TO:
PAUL McGRATH
Area Consultant
11 Nettlescombe Ave.
Southsea, Hants
Telephone 33301

NAME.....
ADDRESS.....
DATE OF BIRTH.....
OCCUPATION.....

ALL CANADA LIFE PLANS COVER WAR RISKS

CAREERS IN ATOMIC ENERGY RESEARCH

The Atomic Energy Research Establishment at Harwell is now transferred from Government Service to the United Kingdom Atomic Energy Authority. Excellent opportunities exist for ex-Royal Naval men and women.

Skilled craftsmen are required to serve as Research and Experimental Mechanics (Special) to cover a wide range of duties, including the manufacture of prototypes and special plant, maintenance work and plant operation, in well-equipped workshops with up-to-date machine tools.

At present vacancies exist for:

INSTRUMENT MAKERS AND MECHANICS
TOOL MAKERS
MACHINE TOOL MAINTENANCE FITTERS
PRECISION FITTERS
MAINTENANCE FITTERS AND TURNERS
UNIVERSAL GRINDING MACHINE OPERATORS
UNIVERSAL MILLING MACHINE OPERATORS
ELECTRICIANS

Commencing rate of pay, 173/10d. for 44-hour, 5-day week, with advancement on merit to 197/10d. Excellent opportunities exist for promotion to Technical staff appointments and encouragement is given to those wishing to improve their qualifications by further studies.

Single accommodation is available immediately and every effort will be made to house suitable married applicants as houses become available.

There are also unskilled vacancies for men and women without a trade in resident Catering and Hostel posts, Process work, Laboratory work, etc. A limited number of vacancies exist for Female Car Drivers (Standard Vanguard). Applicants must have a full licence and a clean driving record. The establishment is not able to extend housing facilities to these grades.

Further details are set out in the free booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Resettlement Officer, Royal Naval Barracks, Portsmouth.

STOP PRESS

Financial assistance will be provided to those men joining AERE as from 1st January, 1955, during the period that they are separated from their families.

A new housing programme is well under way and craftsmen should expect to be housed within twelve months of starting.

SENIOR LABOUR MANAGER,
A.E.R.E. HARWELL,
DIDCOT, BERKSHIRE.



HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State Pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

APPLY FOR OUR SPECIAL SCHEMES FOR SUPPLEMENTARY PENSIONS

Advantages include:

Pension at 65. Premiums cease at 40, 45 or 55. Options include a lump sum on leaving service. Family protection, etc.

Write, stating date of birth, for favourable premiums payable by Naval Allotment to—



PROVIDENT HOUSE
246, BISHOPSGATE, LONDON, E.C.2
Telephone: BISHOPSGATE 5786

Command News (contd.)

and good wishes for a long and happy life together.
P.O. Wren Gilbert is thought to be one of the youngest yeowomen in the W.R.N.S.

The Gamecock Players

The Gamecock Players are again producing another play, "Arsenic and Old Lace," which will be played in the cinema on November 29 and 30 and December 1. A number of the cast played in "The Ghost Train" when they won the Bambara Trophy in 1952.

R.P.O. Bennett

THE MECHANICAL TRAINING AND REPAIR ESTABLISHMENT

YOUR CORRESPONDENT had the temerity to refer to the busy hum that emanated from the centre aisle of the establishment in the last issue of NAVY NEWS. Although that hum has been increased to a crescendo because of the test job periods, the main interest recently has been centred at either end of the establishment. At the seaward end vast loads of timber have been unloaded, whilst at the Commercial Road extremity an extraordinary Emmett-like contraption began to take shape. Passers-by could be heard to murmur "What is it?" A spherical object sat on a long trailer and resembled some integral part of an atomic plant in miniature. However, we did not remain in ignorance for very long, as the engineers, working to their usual "thous" of an inch, and the shipwrights, working flat out, finished the job in no time. It was the Navy exhibit for the Lord Mayor's Show! A large revolving globe of the world, flanked by handsome seamen and beauteous Wrens showed the public how we span the world.

Already the Christmas spirit has been observed abroad, at least in the local shops, whilst the plans are being made for the annual grand dance for the Mechanical Training and Repair Establishment to be held in Kimbell's in Southsea on December 9.

A sad ceremony took place on Saturday, November 13. Capt. (E) C. M. Morrell, C.B.E., R.N., said farewell to the assembled ship's company on his departure from the estab-

lishment and also on his retirement from the Navy. Capt. Morrell was extraordinarily enthusiastic about the Service in general and the training of the engineering branch in particular. Both the Mechanical Training and Repair Establishment and H.M.S. Fiscard knew the impact of his personality and leadership. In a short appreciation it is difficult to enumerate all his achievements, but all members of Services rugby knew of his prowess at the game and his constructive criticism.

We welcome to the establishment Capt. (E) L. F. Ingram, A.M.I.Mech.E., M.I.Mar.E., R.N., who comes to us from his previous appointment as Fleet Engineer Officer on the staff of Flag Officer Submarines.

H.M.S. BOXER

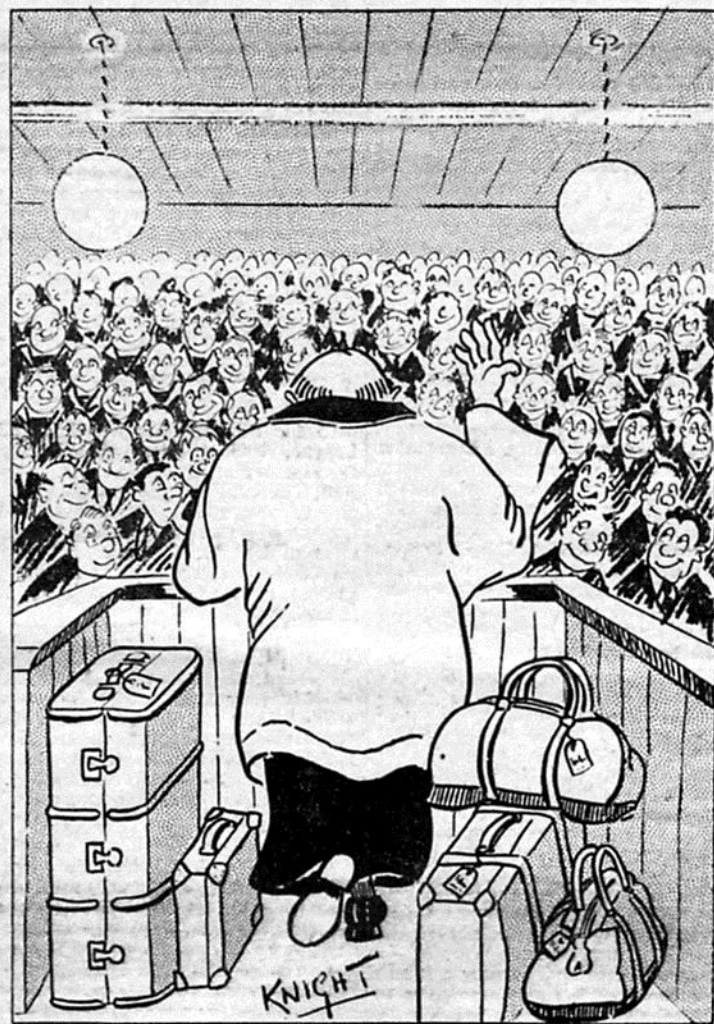
ON THE first day of November, the Portsmouth Squadron paraded in Royal Naval Barracks to welcome the new Commander-in-Chief, Admiral Sir George Creasy. Fine-weather routine was proclaimed the order of the day, though from the outset dark clouds threatened mutiny against any such intention in Standing Orders or A.F.Os. On our arrival in Royal Naval Barracks the clouds opened at last and, reluctantly foregoing this opportunity of showing the Commander-in-Chief the prowess of our backward swimmers in a final "swim past" after an inspection on the parade ground, we adjourned to the Gymnasium to await the arrival of the Admiral. Everything had been timed to the last second—allowing for everything, from the opening of the car door to the final bugle call—and, needless to say, with this organisation the inspection went off without a hitch.

Just two days later came another "big moment" in the life of H.M.S. Boxer. For the first time since summer leave we put to sea! Chipping away the barnacles and mussels that held us to the wall was a task which took some days, you will gather, but finally we were prised loose from our berth and, still hardly believing their eyes, incredulous dockies and sorrowful ex-RAs, saw special sea duty men close up—like something that adds the note of finality to a long-awaited and much-dreaded catastrophe. It was a day for full-power trials and so we took a trip round the Isle of Wight with the sun shining in the sky. For quite a few people, no doubt, it was a day of hard work, but to some it seemed more like a day trip in "The Skylark" at a "bob a nob," as they came on the upper deck to make quite certain that this was happening—it was no dream.

On the 10th we were to have gone to Weymouth for degaussing, but bad weather precluded the plan and we sailed no farther than The Needles. This bad weather was with us for over 48 hours and we did not return to harbour for two and a half days! Of course, we had to get in to make short week-ends possible, and perhaps it was the haste with which we returned that kept the band from playing as we came alongside at last. Whatever it was, they must have been caught napping, for they were not there to greet us. Possibly one or two wives had one or two questions to ask one or two husbands that night. ("Where have you been these last two nights?") If you hear any Boxer rating spinning a yarn ashore about big sea-time, wall-flowers and "We wuz walking on the bulkheads for days," take it with a pinch of salt. But remember, it is the most we've been able to boast of for quite some time, and we hope you can make allowances. Besides, it was a gale we were in—the B.B.C. said so.

Has fishing become popular just recently on board the Boxer? There seem to be one or two more than the usual band of enthusiasts with hopeful lines dangling over the side these days. The fish are apparently plentiful, though most are not worth keeping as far as size goes. Some of the anglers, however, claim they have eaten their catch at supper and that it was big enough to be worth while cooking. So one foresees, in the not-too-distant future, a time when the size of the fish caught will be regulated only by the arm span of the various fishers. If some are like me, who was not blessed with a pair of arms long enough to touch my toes when doing P.T., they can enlist the help of an "oppo" and combine arms' widths. By that time, though, I should hope we'll have stopped listening to them. In the meantime, the cats on the jetty are getting very sleek and fat with the fresh food they are thrown by the more successful anglers.

Christmas Is A-Comin'... by D. B. Knight



... and I have no doubt that as the festive season approaches us, thoughts of leave are foremost in the minds of most of us ...

Normal sea training is under way again and the future programme reveals nothing more than this, plus a sojourn in "Guzz" one week-end this month. The ship's company is once more augmented by ratings from Harrier and Dryad, accommodated for training. Recently we had victualled-only ratings, too, on board to give a hand with the final cleaning and painting of the ship. In all, H.M.S. Boxer is certainly settling down to a more normal routine after her refit.

In Memoriam

D. A. CASTELL, S.M., P/SKX
892077, H.M.S. Dolphin. Died
November 10, 1954.

R. VENN, E.M.I., P/MX 924369,
H.M.S. Morecambe Bay. Died
November 12, 1954.

H.M.S. DUCHESS

AFTER CONTINUING our work-up for a week or two, we were given a very pleasant break in the form of a visit to Genoa, where we arrived on November 10 with H.M.S. Decoy in company. It is three years since one of H.M. ships visited Genoa and we were accorded a cordial welcome. Bus tours were arranged for the ship's company round Genoa and its environs and some lucky people got as far as Port Fino and Pisa.

The two ships raised a football team to play an Italian Army team and after a great duel went down 3-1. The match, which had been planned as an informal affair, proved a great attraction and ended up with a magnificent reciprocal exchange of compliments in the shape of floral tributes, medals, and the sort of kisses reserved for French generals.

We all found Genoa expensive but great fun and we were sorry to leave on Tuesday, November 16, for Elba. Our object in going to Elba was to embark some of the gear used in recovering the wreckage of the Comet aircraft which crashed near there earlier in the year. Unfortunately, due to foul weather, we were unable to embark the bulk of the stores nor to venture ashore, but we did have a glimpse, most of us for the first time, of Napoleon's island kingdom.

Now Duchess is back at Malta to complete her work-up and soon after that to have a short self-maintenance period which will last us over Christmas.

U.C.W.E. (HAVANT) F.C.

THE ESTABLISHMENT team, once again competing in Division II of the Portsmouth North End League, have made quite a promising start to the season, winning three of the first four games played. Kicking off with a 4-0 victory over Boarhunt Rovers, they disappointed in their next match v. Co-op., losing by the same margin in a game of missed chances and defensive errors. They came back, however, with a three-goal win after a stiff tussle with Melita. Bad luck overtook them within half an hour of the kick-off in their encounter with Kingston O.B. Settling down after a shaky start, they looked all set for a comfortable win until their right winger retired with a badly wrenched knee. Thus handicapped, they twice lost a two-goal lead, but finally took the points with a narrow 4-3 win.

At the time of writing, they are preparing for their Hants Junior Cup game v. Scorpions. Is it too much to hope that they may better last season's performance of reaching the semi-final of this competition? Or will they go all out for the coveted Father Purcell Cup, the North End League challenge trophy, reputedly the most valuable cup in football? Time alone will tell.

H.M.S. MINER FOUR

MINER FOUR is still wandering, but her wanderings, due to a thing called work, are now limited to the Firth of Forth ... and it is not catching money thrown off the bridge either.

We are spending most of our leisure time at a little place called Burntisland. The natives are quite friendly. For those who are interested, it has 11 pubs and three hotels. The one dance hall is much frequented by our little band of heroes.

Our dear Buffer is leaving our midst this month for release: 22 years of dodging, lead-swinging and scheming completed.

Our long-lost friend Miner Three washed into the dockyard here last month, and has stayed practically ever since. The rumour that their chief had pawned the engines is quite unfounded. The spy who reported that the crew blushed when receiving pay was at fault—their faces were chapped through being too long in a draughty dockyard.

We hear that we are going south this month to the land of Brickwood Ales. Should anyone sight a strange object which looks like a cross between a Thames barge and a steam roller drifting down the East coast, they will have seen Miner Four. SENRAB



R.P.C.

What is the good old flotilla custom that has come right back into wardroom and club popularity? Requesting Plymouth's Company—with pink, tonic, vermouth, squash or just plain water! Plymouth, the Navy's own gin, is right back to pre-war perfection. R.P.C. at any good bar.

PLYMOUTH

the GIN of pre-war perfection

BOTTLE, 33/9; HALF BOTTLE, 17/7; QTR. BOTTLE, 9/2; MINIATURE, 3/7 (U.K. ONLY)

Command News (contd.)

H.M.S. ALLIANCE

"Copenhagen to Campbeltown"

RUGBY IN Rosyth, football in Londonderry, hockey in Portland or any other port the "boat" may find herself, is the sporting programme the crew of H.M. Submarine Alliance carry out during the commission.

Alliance, one of the 5th Submarine Squadron at Portsmouth, has a crew of approximately 63 officers and men, and the fact that wherever the "boat" calls, and no matter how short the notice, a rugby XV can be put into the field reflects the great sporting attitude there is throughout the crew.

Cmdr. Hammer, the Commanding Officer, affords every facility to those of his crew who play games and to those who strongly support, while Lieut. Wallace, Navy scrum-half, sees to it that the rugby team are as well trained as is possible while serving in a submarine. Telegraphist Barrett, Blackheath R.F.C. wing forward, and A.B. Richards, centre, U.S. Devonport, add weight and experience to the team. Recent victories over H.M.S. Centaur and the local flotilla at Londonderry, plus a very close game with their depot "ship," Dolphin, keep the XV well up to scratch.

The Association Football team has quite an international reputation. At Copenhagen the Virum F.C. gave the crew a rousing reception and then fought a close game, beating the "boat" 5-2. Earlier in the season the boys had put it across the Dutch submarine Zeeland 9-1, so the Danish game may well have been a case of over confidence. There is no wonder that when in Scottish waters an invitation was received from Campbeltown F.C. for a match, in which again the "boat" was victorious by 3-2. The effort behind this "wide" programme is Cook Harrison, "Chef" to his pals from fore and aft. "Chef," at right half,

with A.B. Lodge at left half, both supply the forward line with many passes, where S.M. Hooson often takes a hand in the scoring.

Hockey is not overlooked. The Destroyer Termagant found the Alliance too hot, when both were together at Londonderry, but it nevertheless was an enjoyable game.

Favourite among the crew is A.B. Whistler, who this year has fulfilled an ambition of winning the Portsmouth Command Light Heavy-weight Novices' Championships, after being unlucky for the past two seasons. He was also runner-up in the Royal Naval Novices' Championships.

No sporting circle is successful without the sponge-carrier, cheer leader or the "make one" at the last moment, and Alliance are fortunate to have A.B. Carter, who also does a spot of refereeing when no qualified man is about.

With a complement of 63, "Morning Mist," "Summer War" and other training programmes to cope with, Alliance does well to field teams at short notice, under all conditions and against any opponents.

H.M.S. STARLING

WE WERE away from Portsmouth for most of October. Our programme took us down to the West Country on two occasions, during which we paid visits to Torquay and Brixham, savouring the delights of "Glorious Devon."

The real high-light of the month was, I think, our visit to Alderney, one of the smaller Channel Islands. Contrary to all reports, we found it to be a very lively little place with a population of approximately 1,000 and no visible signs of support. The inhabitants entertained us in lavish style with free dances, and they also gave our football team a good game. The women, not to be outdone, challenged

us to a soccer match in fancy dress. The outcome is all rather vague; no one seems to know just what did happen; but there is a rumour that the half-time refreshers were laced with alcohol.

Also in October we had the doubtful privilege of entertaining 12 Wrens for a day. I am sure they all enjoyed the experience immensely because two or more of them were heard to express the desire to prolong their stay.

This ship is, I believe, listed as a navigational training ship by the Admiralty. But if they knew what I know, we would be somewhere in the light fleet carrier class. The wardroom have been delving into the science of futuristic aviation, with the result that, amidst a blinding flash, a strange flying machine bearing the markings XP6 was launched from our "flight deck" last month. It was not a great success; but far from being discouraged, they have persevered and produced XP's seven, eight and nine, which are to be launched *en masse*.

At the moment, we are breathing the invigorating air of the Norwegian coast. We arrived recently and have since been steaming up and down the picturesque fiords trying to get our navigators lost. The rugged grandeur of the landscape has impressed us all. The first glint of the sun on the snow-capped peaks is a sight to be long remembered. We are going into Stavanger for the week-end, and later to Bergen. We are looking forward to a run ashore in both these places.

As this is the Christmas number, I would like to join with the ship's company and wish all our friends in the Command all the best for Christmas and the New Year.

Tel. A. S. Cook

HEDINGHAM CASTLE

AFTER WEEKS of speculation, we find that the originators of the "buzz" that Hedingham's days were numbered were right. We have now been officially in-

The winners of the November Crossword Competition are:

L./Cook Dennis Millard, P/SMX 853963, 4 Mess, H.M.S. Starling, Portsmouth

and

L./Tel. J. McCabe, P/JX 170219, S/M Spare Crew, H.M.S. Adamant, Rothesay, Bute,

who have each received the sum of one guinea for the first two correct solutions opened on Monday, November 22.

It is regretted that there is no Crossword in this issue.

formed that we go into Reserve in February next. There seems no end to the amount of work this will involve, and the big question now is "How much sea time before February?"

At the time of writing we are in Portland for a ten-day refit and the ship is a hive of activity. There are many new faces on board now. (All but six of the ship's company who commissioned the ship have left us.) Some of the new ship's company are on their first ship, and after her ten-day rest the Hedingham will no doubt prance about much better when we go to sea again.

It's too early to speculate as to where the draft chits will take us in February, "Never Trouble Trouble . . . !"

It is almost certain that the proposed Christmas dance will be postponed and a paying-off dance held instead. As yet it is undecided whether it will be held in Weymouth or Portsmouth, but if it follows the pattern of our previous dances it should be a grand farewell to the commission.

After recording good wins over Grenville and Tyrian, our soccer team received a rather unexpected defeat at the hands of Flint Castle. Another of our stalwarts leaves this month, A.B. Swann. Recently it has been a case of out with the old, in with the new, but the team is shaping well at the moment.

Christmas leave is rapidly approaching and this time leave will be given

from Portland. First leave slip and proceed on December 13; second leave on the 29th.

After leave it's noses to the grindstones again in preparation for turning the ship over to the Reserve Fleet people.

May we wish a Merry Christmas and a Happy New Year to all readers.

Stop Press.—Sport. Our 22 shooting team won this week's competition, so we have high hopes of being the ultimate winners.

J. R. M.

H.M.S. TUMULT

H.M.S. Tumult, commissioned October 20, very nearly paid-off 10 days after. A slight misjudgment on someone's part placed the bows on the jetty. Consequently, five days in dock, having a rather awry bull-ring repaired. It is only fair to mention that the ship was in the hands of the pilot, and his tugs, at the time.

The official ceremony of commissioning took place on the fo'c'sle, at 15.00, on October 20, and the ship was dedicated by the Rev. Cutcher, R.N.V.R., Warrington.

Tumult is, at the moment, the only ship of the Londonderry flotilla which has not seen 'Derry. However, it is hoped we will be steaming up and down the Foyle early in January, 1955.

Classified Advertisements

ACCOMMODATION

HOMELY ACCOMMODATION offered to junior officers and families; terms moderate.—Mrs. M. Spring, Graham House, 23 Waverley Road, Southsea, Phone 32512.

BED AND BREAKFAST, suit two sharing, all conveniences.—Phone Southsea 4364.

GROUND-FLOOR FLAT, 2 rooms, use of bathroom, garden, etc.; 37s. per week.—42 North End Avenue, North End.

TWO FURNISHED ROOMS, no linen or cutlery; 32s. per week.—Apply 9 Renny Road, Fratton, Portsmouth, after 6 p.m.

SLEEPING ACCOMMODATION, 5s. each nightly, breakfast if required; double bed-sitting-room, use of kitchen, own key, long let, children welcome, £1 each per week inclusive.—30 Belmont Street, Green Road, Southsea.

BED-SITTING-ROOM, single divan beds, gas ring, fire, own meter, bathroom; £3 per week including electric light.—17 Lawrence Road, Southsea.

TWO FURNISHED ROOMS, also double bed-sitting-room, use of bathroom and kitchen, all conveniences.—40 Hulbert Road, Waterlooville, Hants.

TWO FURNISHED ROOMS, use of kitchen and bathroom, no linen or cutlery, unsuitable for children; 35s. exclusive.—124 Orchard Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom, regret no children.—149 Queen's Road, Buckland, Portsmouth.

FURNISHED SELF-CONTAINED FLAT, residential, near shops, own meters, no children; 3 gns. per week.—10 Southampton Road, Fareham.

EXCELLENT house with bathroom; £69s. for unfurnished accommodation London.—Advertiser, 130 Hyde Park Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom, coal fire; 35s. per week including gas and electricity.—31 Jessie Road, Southsea.

BED-SITTING-ROOM, gas fire, grill/boiler, own meter, use of bathroom; vacant for 6 months; 35s. per week.—32 Elphinstone Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen; moderate terms.—46 Bramshott Road, Southsea.

TWO FURNISHED ROOMS, comfortable, every convenience, gas, electricity, bathroom, etc., no children.—165 Powerscourt Road, North End, Portsmouth.

FURNISHED SELF-CONTAINED ground-floor flat in Southsea; 31 gns per week.—Phone Havant 800.

TWO FURNISHED ROOMS, full use of kitchen, bathroom, garden; 2 gns. per week.—67 Roseberry Avenue, Cosham.

FULLY FURNISHED HOUSE to let for three months, from December, reliable Service couple with or without children, careful tenants.—6 Grange Road, Petersfield.

TWO FURNISHED ROOMS, use of kitchen, etc., close to shops and buses, homely.—"Narcissi," West Lane, Hayling Island.

FURNISHED TOP FLAT, space for car (not garage), no children; 45s. per week.—50 Aberdare Avenue, East Cosham.

FURNISHED ACCOMMODATION, suit couple without children, 2 rooms, use of kitchen and bathroom, no linen; £2 per week.—49 Linden Grove, Alverstoke, Gosport.

MALLOW GUEST HOUSE, 82 Whitwell Road, Southsea, Special terms October 1st to March 31st, 1955. Bed and breakfast and evening dinner with full board on Sundays, only 50s. per week per head for families of naval personnel. Children welcome.

SUPERIOR board residence in good district of Southsea, well-appointed accommodation and good food.—Mrs. Brooks, "Castellan," Merton Road, Southsea.

SELF-CONTAINED FLAT, fully furnished, no linen or cutlery, own meters; no children; 45s. per week including electricity.—Write or call 176 Walmer Road, Fratton.

SMALL FURNISHED FLAT, own meters; 55s. per week.—41 Goldsmith Avenue, Southsea.

FURNISHED BUNGALOW, Hayling Island, convenient for buses, to let until May, Navy Scheme preferred; 21 gns. per week including electricity.—C. Gutteridge, Elm Grove, Hayling Island.

FURNISHED HOUSE TO LET, Fareham, 5 bedrooms (3 double, 2 single), 3 reception rooms, garden, 2 acres, particularly well furnished and decorated, approximately one year from mid-January, 1955; 7 gns. per week.—Phone Fareham 2144.

TWO FURNISHED ROOMS, use of kitchen and bathroom; 2 gns. per week.—Advertiser, Box A.B.C.2, "Navy News," Royal Naval Barracks, Portsmouth.

SELF-CONTAINED FLAT facing south, bedroom, sitting-room, kitchen, bathroom, every convenience, own meter, no children; 42s. per week.—35 Monkton Road, Copnor.

TO LET, minimum 9 months, Bramcote, Manor Way, Lee-on-Solent, semi-detached house, 4 bedrooms, garden, garage.—Cdr. Corbett-Milward, D.A.W., Admiralty.

FURNISHED COTTAGE, Petersfield, convenient Portsmouth and London; 2 bedrooms, children's bedrooms, drawing-room, dining-room, kitchen, bathroom, w.c., own gas, main water, small garage, telephone; no electricity; 70s. per week.—Phone Rusby, Petersfield 85.

FULL BOARD in residential part of Gosport; reasonable terms, with special reductions for children under 12 years.—40 Ashburton Road, Stokes Bay, Alverstoke. Phone Gosport 8620.

FURNISHED TWO-ROOMED FLATLET vacant to Easter; all conveniences; electricity, cooker and water heater; no white linen; child over five taken; 45s. per week.—2 St. Ronan's Avenue, Southsea. Phone 32604.

FULLY FURNISHED UPPER FLAT, 4 rooms and bathroom; own meters; 47s. 6d. per week.—Phone for particulars to Cosham 78935.

SLEEPING ACCOMMODATION, 5s. night; bed and breakfast, 7s. 6d. night; other meals by arrangement; bathroom (h. & c.).—26 Taswell Road, Southsea.

FURNISHED ROOM TO LET, sleeping only, 17s. 6d. per week, with early morning tea or meals by arrangement.—4 Maylands Avenue, Milton.

SINGLE BEDROOM or bed-sitting-room, 25s. per week.—82 Lawrence Road, Southsea.

COMFORTABLE FURNISHED accommodation in modern house with garage; every convenience; terms moderate.—12 Eveleigh Road, Farlington.

FULLY FURNISHED FLATLET, suit couple; vacant until April 30th.—7 Festing Grove, Southsea. Phone 31170.

FURNISHED SELF-CONTAINED FLAT, lounge, bedroom, bathroom, kitchen, telephone in hall; first floor; 63s. per week.—Apply for details to 146 Highland Road, Southsea.

COMFORTABLE BOARD LODGINGS for Naval man or woman; all conveniences; live as family; terms moderate.—24 Fieldmore Road, Gosport.

TWO FURNISHED ROOMS; rent includes bath, electricity and gas; well recommended; very reasonable.—29 Weston Avenue (near park), Milton.

DOUBLE BED-SITTING-ROOM, 35s. per week inclusive. Alternative accommodation, two furnished rooms, share kitchen and bathroom; all conveniences; large garden; 45s. per week inclusive.—62 Edgeware Road, Milton.

TWO LARGE FURNISHED ROOMS, use of kitchen, bathroom and garden; off Waverley Road. Regret no children.—Phone 31815.

TWO COMFORTABLE FURNISHED rooms, use bathroom and kitchen; no linen; one child taken.—94 Farlington Road, North End.

TWO FURNISHED ROOMS, use of kitchen and bathroom; child welcome; 32s. 6d. per week inclusive.—4 Ethel Road (off Clive Road), Fratton.

FURNISHED SELF-CONTAINED FLAT, every convenience; immediate possession; own meters; 63s. per week.—74 Victoria Road North, Southsea.

THREE-ROOMED SELF-CONTAINED furnished flat, own meter and coal cupboard; 21 gns. per week including electricity. Sorry, no children.—198 Laburnum Grove, North End.

ACCOMMODATION for Naval personnel; comfortable lodgings. Alternatively, small six-roomed house to let furnished; terms moderate.—5 Adair Road, E. Southsea. Phone 33974.

HOUSE TO LET, 3-6 months, longer if necessary; 7 rooms, good fire grates; terms moderate.—44 Mafeking Road, Southsea.

BOARD and all found for young man, to live with family; 47s. per week.—98 Ophir Road, North End.

TWO HOMELY FURNISHED ROOMS, everything for use except linen; 27s. 6d. per week inclusive.—53 Tokio Road (off Copnor Road).

TWO FURNISHED ROOMS, use of kitchen; 35s. per week including gas and electricity.—Call after 6 p.m., 63 St. Mary's Road, Kingston, Portsmouth.

TWO FURNISHED ROOMS use of kitchen; gas and electricity; everything for use except linen; no children; 30s. per week.—11 Shearer Road, Fratton.

TWO FURNISHED ROOMS, extra room for child if required; use of kitchen, bathroom and garage; 57s. 6d. per week or 54s. without extra room; no linen; every privacy.—Call between 2-6.30 p.m., 89 Merivale Road, North End.

VACANT DECEMBER-APRIL, self-contained furnished flat; wireless, own meters, everything for use; 55s. per week including electricity.—Call after 5 p.m., 229 Somers Road, Southsea.

FURNISHED HOUSE in residential area; moderate terms.—Apply to 11 Westover Road, Copnor.

TWO FURNISHED ROOMS use of bathroom and kitchen; vacant until end of April.—17 Florence Road, Southsea.

CARAVAN to let, long or short periods; six berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply C. H. Whittaker, 58 First Avenue, Farlington, Cosham.

WEYMOUTH, central.—Bed and breakfast or board residence; h. & c. all bedrooms; moderate terms.—Mrs. Dunmore, 20 Great George Street, Weymouth.

TO LET from December, 1954, to end July, 1955. Old Clarendon House, Titchfield, 3 reception, 4 bedrooms, 2 bathrooms, cloakroom, workshop, double garage; fruit, vegetable and flower gardens; gardeners one day per week included; daily help available; excellent bus service.—Apply Beamish & Co., Pier Street, Lee-on-Solent. Phone 79113.

TWO FURNISHED ROOMS (Slumberland) with every convenience; close to all bus routes; 42s. per week. Call evenings, 236 Devonshire Avenue, Southsea. Phone 32533.

THE MOUNT, above Portchester (close A.S.R.E.), provides comfortable private accommodation with full board for officers' families, in attractive, healthy surroundings, convenient for all naval establishments, by car; particularly suitable for courses, house-hunting, etc.; obviates setting up house for limited periods; free baby watching; garages; winter terms from 41 gns.; progressive reductions for children.—Lieut. Cdr. M. M. Collings, Phone Cosham 75083.

FURNISHED ROOMS TO LET.—Apply 60 Meredith Road, North End.

BED AND BREAKFAST, 6s.; full board 10s. 6d. daily; children half price; sleeping, only £1 per week.—1 Taswell Road, Clarendon Road, Southsea.

DOUBLE BED-SITTING-ROOM and bathroom, furnished; no linen or china; central, suit couple, 32s. per week including electricity and gas.—163 New Road, Portsmouth.

FURNISHED SELF-CONTAINED FLATLET, own cooker and meter, not suitable for children.—21 Beach Road, Southsea. Phone 32494.

FURNISHED LOUNGE / DINING - ROOM, double bedroom, every convenience.—9 Munster Road, North End.

TWO FURNISHED ROOMS, use of kitchen and bathroom, no linen, etc.; 35s. per week, including gas and electricity; expectant mother or small baby taken.—Call after 6 p.m., 17 Napier Road, Southsea.

FURNISHED FLAT TO LET 42s. per week including electricity and gas.—Write or call for appointment to view, 214 Devonshire Avenue, Southsea.

TWO FURNISHED ROOMS in modern all-electric house; use kitchen and bathroom; £2 per week including electricity; long let preferred.—3 Raymond Road, Paulsgrove.

TWO FURNISHED ROOMS, use kitchen and bathroom; no objection to child.—156 Devonshire Avenue, Southsea. Phone 33983.

FURNISHED SITTING-ROOM and bedroom; linen; every convenience; refrigerator, vacuum cleaner, etc.; use kitchen and bathroom.—Call or phone Saturday (evenings) or Sunday, 90 Roseberry Avenue, Cosham. Phone 75098.

FURNISHED HOUSE to let Petersfield, December 17th to March 7th; 3 gns. per week.—6 Grange Road, Petersfield.

ACCOMMODATION for naval personnel, two sharing; bed, breakfast and evening meal; 50s. per person per week.—4 Shirley Road, Southsea.

TWO PARTLY FURNISHED ROOM, suit couple, no children; own cooker and meter; no linen or crockery. Call for particulars between 5 and 8 p.m.—20 Leonard Road, Landport, Portsmouth.

FURNISHED ROOMS TO LET, use bathroom and kitchen; large garden.—25 Raglan Street, Southsea.

TWO WELL-FURNISHED ROOMS, use kitchen and bathroom; convenient for bus No. 37A.—Phone Waterlooville 3035.

BOARD RESIDENCE for personnel, married, single or sharing; large dining-room, lounge, excellent board, separate tables.—Phone Portsmouth 2844.

TWO FURNISHED ROOMS, own kitchenette, gas stove, copper, own meter; use bathroom; no linen or crockery.—19 Winton Road, Copnor.

FURNISHED ACCOMMODATION, bedroom, living-room, bathroom (h. & c.), separate cooking; 42s. per week, including electricity.—Batheaston, Sunderton Lane, Clanfield, Hants.

FURNISHED FLAT, 1 bedroom, 1 sitting-room, own kitchenette, use bath; 1 child taken; 2 gns. per week inclusive; gas and electricity.—2 Richmond Terrace, Netley Road, Southsea.

FOR SALE—GENERAL

HOUSE FOR SALE—6 bedrooms, 2 reception rooms, 2 bathrooms, 2 garages, large light kitchen with excellent fittings, central heating, all main services; stands high with magnificent view over a sloping garden of 1 acre, one mile from the station, train service to Waterloo takes 40 minutes.—Mrs. Considine, The Holt, Frith Hill, Godalming.

SHOW Siamese and Persian studs available, and kittens usually for sale.—"Sevenoaks," Cowplain, Hants.

CARS

1938 SINGER 12 saloon, fitted with new 10 h.p. engine, 1951, £100.—L./S. Catherall, "F" Mess, Anson Div., Royal Naval Barracks.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

Conditions of Acceptance:

The Publishers and the Committee do not guarantee the inclusion of any advertisement in any given issue, and while every effort will be made to print the copy exactly as required, no responsibility for errors or omissions can be accepted.

SITUATIONS VACANT

A. C. COSSOR LTD., require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary after training, £500 per annum.—Apply the Manager, Equipment Servicing Department, A. C. Cossor Ltd., Canterbury Grove, West Norwood, London, S.E.27.

ROCKET DIVISION—Vacancies, with good prospects, exist in a young and enthusiastic team for technical assistants; applicants must possess at least a higher national certificate of mechanical engineering; salary commensurate with qualifications, previous experience necessary.—Apply to the Technical Personnel Manager, Armstrong-Whitworth Motors, Coventry, quoting Reference CG/RD3.

REQUIRED, ENGINEER IN CHARGE. To be responsible for the maintenance of all heating and steam sterilizing plants in the hospital, and other mechanical engineering services. Control of stockers and other maintenance staff, and fuel economy. Salary scale £500 x £20—£600, plus London Weighting. Qualifications required: Ordinary National Certificate in Mechanical Engineering, which includes heat and heat engines as a subject, or equipment.—Applications with the names of two referees to House Governor, St. Peter's Hospital, Henrietta Street, London, W.C.2.

TRADE

TAXIS AJAX—Phone 71240; advance bookings, write, cable or phone.—10 Hyde Park Road, Portsmouth. Phone 71240.

DO YOU DESIRE HOUSE OWNERSHIP? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment, ensures security for the future.—Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Enquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards.—Offices, 9 Brockhurst Road, Gosport. Phone 89566.

GRAVEN BROS., Kirkstall Road, Strand (near Savoy Ballroom), Motor Engineers, Speciality—engine reconditioning and repairs.

SPORTS PAGE

PORTSMOUTH COMMAND R.N. CYCLING CLUB

NOW THAT the racing season is over, members are settling down to the so-called "social" season. Tickets are available for some of the local club dinners and can be purchased from the Nelson, Unicorn Road.

D. Bowditch has again established himself as the B.A.R. champion with the following times: 50 miles, 2 hr. 9 min. 3 sec.; 100 miles, 4 hr. 26 min. 8 sec.; 12 hours, 240.38 miles.

With a reasonable 25-mile time, this should also qualify him for the R.N.C.A. B.A.R. which does not include a 12-hour event. It is understood that his 100-mile time is one of the fastest in the district.

Looking back on the racing season, it has been our most successful since the founding of the club five years ago. Cycling in the Navy appears to be becoming increasingly popular and commanding officers are being most helpful in allowing members to keep their machines on board and permitting them to proceed ashore in cycling rig when practicable. Sixty-five ratings were enrolled during the nine months ending September 30, 1954, and others have since joined whose subscription of 5s. is valid for 1955. It is estimated that after payment has been made for prizes and medals, a healthy bank balance of £40 will ensure that the naval club can continue during 1955 as a promoting body in competition with the civilian clubs in the district.

Unfortunately, we have been hit very hard by draft chits, and by the end of the year all the officials' posts will have changed hands. Anyone with a little organising ability is urgently required, particularly from the Writer Branch. Our president, Commodore Sir A. St. Clair Ford, Bart, D.S.O., has left us, along with Vice-Admiral Hughes Hallett, who, we understand, is now pushing his bike amongst his constituents of West Croydon.

Our most improved rider during the year was D. Standen, of Royal Naval Barracks, Lee-on-Solent, who is the new short-distance B.A.R. He has won the majority of the club events and has also competed favourably in many of the open ones. His most creditable performance was the 100-kilometers massed start at Lee-on-Solent in August, when he finished second to T. Hoar, an Empire Games rider. R. Beck, of H.M.S. Mauritius, showed signs of becoming a first-class rider when winning the handicap event at Southampton during his first road race. Unfortunately, he forsook his bike for fairer company. Another promising rider, A. Paxton, of H.M.S. Vernon, broke the club 25-mile record with 1 hr. 1 min. 20 sec., and also established himself as the Royal Navy massed-start champion. Unluckily he met with an accident which put him out of commission for the remainder of the season. N. Clarke, who is now in Singapore, was B.A.R. runner-up, and it is noted that after 13 years of competition cycling he is now clocking his fastest times.

In the open events we promoted, the National Competition Tandem 30-mile record was broken three times, the fastest time being that of the Higginson twins, of Halesowen C.C., with 1 hr. 1 min. 35 sec. The old record of 1 hr. 2 min. 10 sec. had stood since 1948. The course record was broken a total of five times in this class field. In the 100-kilometers massed start at Lee-on-Solent we were fortunate in having 118 entries from riders from as far away as Scotland. Both course and lap records were broken by W. Errington, of Portsmouth C.C. Along with the entrance fees and prizes donated by the cycling trade, a profit was realised which, unfortunately, was lost on the ladies' ten-mile promotion owing to the lack of entries.

The date and venue of the annual dinner and dance has not yet been fixed owing to the lack of officials, but it is expected to be late in January, after the Christmas leave periods are over.

ROYAL NAVAL ATHLETIC CLUB (SOUTH)

SINCE THE last issue the club has had a very successful time. To date, in ordinary inter-club contests, it has an unbeaten record.

October 9 saw junior and senior teams running against Gosport Borough A.C. over their new course at Bridgemary. The naval juniors had a comfortable win, and the seniors, who ran later, split into two teams, both managed to hand in better totals than the home side.

Worthing and District Harriers were the next victims, being similarly beaten by both "A" and "B" senior teams over the Dryad course. This week the juniors were only able to have a training run as our opponents could not field a junior side.

When the Milocarians visited Dryad it coincided with the Collingwood apprentices' mid-term long week-end, so that only one or two locals were available from this section of the club. It is good to see, however, that compared with three or four years ago, when a Collingwood mid-term meant practically no R.N.A.C. team, it was possible to field a team strong enough to gain a fairly narrow win over this club, which is composed entirely of young officers of the three Services.

The last Saturday in October had been a blank date on the fixture list, but a match was arranged at Salisbury against the local club. After Salisbury's effort in the Portsmouth Road Relay it had been hoped that it would be a tough race over the country, but Service demands on two of the Salisbury star performers who are in the R.A.F. left the way clear for another good naval win.

The Reynold's-Garrett Open Trophy contest, promoted by the Eastleigh Club, always produces a good inter-team struggle between most of the leading Hampshire clubs and several from outside the county, including Reading A.C., the 1953 winners of the cup. The course was as muddy as it possibly could be, and D. J. Pain, of Eastleigh, was a worthy individual winner, but his team, which had hoped to pull the cup back to Hampshire, had to be content to take second place to the Royal Navy team. P.O. Sharp, the club captain, ran an exceptionally good race on this occasion to finish with Leading Seaman Haskell. The other two to run well were L.B.E. M. Ragg and Master-at-Arms Pape, although Pape would have preferred something more akin to a road surface?

It is still not possible to make an accurate forecast of the Command Championship individual or team winners, but it looks as though Collingwood has managed to build up a team to make a race of it against Whale Island in the senior race, and time will show whether it is good enough.

C. A. S.

HOME FLEET NOVICES' BOXING CHAMPIONSHIPS, 1954

SIX UNITS were represented in this year's novices' championships. H.M. Ships Tyne, Jamaica, Theseus, Ocean, 4th Destroyer Squadron and 6th Destroyer Squadron. There were 47 entries, with all ten weights being contested. Each unit was allowed to enter a team of ten boxers to compete for the Quebec Cup.

In the first preliminary session, H.M.S. Ocean jumped into the lead, all her competitors being apparently unbeatable. Then halfway through the second session the 4th Destroyer Squadron returned from exercising at sea and set about reducing this lead. On completion of all the semi-finals, the 4th Destroyer Squadron had assumed a very commanding lead, eight of their boxers having won through to the finals.

In all the various sessions, the standard of fitness and boxing was agreeably high for novices. This was in no small part due to the carefully arranged training programme, aided by the services of Sgt. Ridout, P.T.I., who had been specially lent to the Fleet by the Commandant, Royal Marines' P.T. School, Deal, as the Fleet boxing instructor for the autumn cruise.

The finals were held on board H.M.S. Theseus on Thursday, November 11, and fully lived up to expectations. The spectators numbered just under 1,000 and would have been doubled had there been more room.

The first noteworthy bout was in the light-weight, where O.Sig. Rush (Ocean) did well to box and outpoint a very aggressive A.B. Ross (Agincourt). Then followed the heavy-weight contest in which A.B. Holloway (Tyne) "out-slugged" O.S. Jenkins (Theseus). The referee stopped the bout in the second round. The most skilful boxing of the evening was demonstrated in a special contest between A.B. Leserve (Aisne) and O.S. Maughan (Saintes), which was included halfway through the evening's programme.

Following, there were two even and keen bouts, Boy Clark (Agincourt), who just won on points over O.S. McGroggan (Ocean) in the bantam-weight, and E. M. Dunlop (Ocean) getting the better of A.B. McIntosh

(Barrosa). The high-light of the evening came towards the end in the feather-weight, S.M. Rowan (Barrosa) and O.S. Thompson (Theseus) went hammer and tongs for each other for three very spirited rounds, Rowan just obtaining the verdict and both boxers gaining prolonged applause for their display. N.S.U.Y. Farr (Theseus) having boxed through to the final, was unfortunately confined to the sick bay with a high temperature on the final night and Boy Hollins (Ocean) therefore received a walk-over in the light heavy-weight.

The 4th Destroyer Squadron won the Quebec Cup with a clear lead of points in the team competition — a result achieved by hard training in the hands of their squadron P.T.I. This squadron will be sorely missed in the Home Fleet sports competitions next cruise.

Rear-Admiral S. H. Carlill, C.B., D.S.O., Flag Officer Training Squadron, presented the prizes, and at the end led three cheers for all the competitors and officials, thanking them for a grand evening's entertainment.

Result of team competition: 1, 4th Destroyer Squadron, 42 points; 2, Ocean, 33; 3, Tyne, 23; 4, Theseus, 21; 5, 6th Destroyer Squadron, 13; 6, Jamaica, 6.

Individual results. — Fly-weight: O.S. E. Everett (Ocean) beat J.S. B. Sandford (Theseus).

Bantam-weight: Boy A. Clark (4th Destroyer Squadron, Agincourt) beat O.S. B. McGroggan (Ocean).

Feather-weight: S.M. E. Rowan (4th Destroyer Squadron, Barrosa) beat O.S. W. Thompson (Theseus).

Light-weight: O.Sig. P. Rush (Ocean) beat A.B. J. Ross (4th Destroyer Squadron, Aisne).

Light welter-weight: E. M. R. Dunlop (Ocean) beat A.B. J. McIntosh (4th Destroyer Squadron, Barrosa).

Welter-weight: O.S. P. Charman (4th Destroyer Squadron, Agincourt) beat O.S. P. Granfield (4th Destroyer Squadron, Agincourt).

Light middle-weight: O.S. F. Bainbridge (Ocean) beat A.B. J. Thompson (4th Destroyer Squadron, Barrosa).

Middle-weight: S.M. J. Stevens (4th Destroyer Squadron, Barrosa) beat S.M. D. Tucker (Theseus).

Light heavy-weight: Boy R. Hollins (Ocean) walked-over N.S.U.Y. H. Farr (Theseus).

Heavy-weight: A.B. R. Holloway (Tyne) beat O.S. C. Jenkins (Theseus).

BASKET-BALL

WHAT IS basket-ball? Is it like netball? How do you play it?

Often these questions can be heard among those who happen to see some reference to the game. The questions can easily be answered if you care to come along and watch one of the games in the Portsmouth and District League.

In Portsmouth this game is fast becoming popular, maybe because it is played in such convenient places as Royal Naval Barracks, Royal Marines Barracks, Eastney, Hilsa Barracks, H.M.S. Collingwood, Southampton University and R.A.F. Camp, Tangmere, or that it provides good entertainment under cover and in warm surroundings.

In an effort to make the game even more popular, the committee, of which Lieut.-Cdr. D. D. Howson, R.N., of Royal Naval Barracks, is chairman, and R.P.O. Jackson, H.M.S. Collingwood, the secretary, have invited teams from places far and wide to play in Portsmouth.

With the help of the *Evening News*, by publishing weekly reports, the game is being brought to the notice of many more people, with the result that the attendance of spectators has increased, which is most encouraging, both to the committee and the teams.

The Portsmouth and District League will be completed by Christmas, and in the New Year a knock-out competition will be run for the first time. The winners of this competition will be presented with a cup, and if funds permit, medals.

Portsmouth Command has entered the Open National Championships competition for England and Wales, and in preparation for this event the Command played a R.A.F. team in Royal Naval Barracks on November 11 and, although beaten 65-35, they put up a good display. The Command team was composed of the Collingwood team en bloc.

In order to be able to put the best team out to meet Oxford and R.A.E., Farnborough, in the national competition, more players are urgently required, so if you are at all interested contact the honorary secretary at once.

The Command knock-out competition will commence in the middle of January, 1955, and will be played in Royal Naval Barracks. The winning

team will go forward to represent the Command in the Inter-Command competition, which will take place at Chatham in February or March. To make this a success, as many teams as possible are required. You are therefore welcome to get moving, raise a team, and submit your entry. Full details will be promulgated in due course.

LEAGUE TABLE

	P	W	L	D	F	A	Pts
Collingwood "A"	8	8	0	0	403	166	16
Collingwood "B"	9	6	3	0	296	261	15
R.M. Barracks	9	5	4	0	308	257	14
Portsmouth City	6	5	1	0	221	118	11
R.N.B. (P.)	8	3	5	0	208	289	11
R.A.F. Tangmere	7	3	4	0	160	235	10
H.M.S. Dolphin	8	2	6	0	167	287	10
R.A.F. Thorney Island	5	3	2	0	138	142	8
Municipal College	6	3	1	2	173	89	7
H.M.S. Vernon	5	2	3	0	121	118	7
H.M.O.C.	6	1	5	0	166	220	7
Gas Undertakings	6	1	5	0	129	193	7
Southampton U.	1	3	0	0	110	61	6
Portsmouth P.T.	4	0	4	0	28	192	4

WELCOME WINS SQUADRON SPORTS CUP

THIS MONTH was the high-light of the year for ships of the 5th Mine-sweeping Squadron which gathered at Invergordon for the annual sports competition. H.M. Ships Coquette, Welcome, Mariner and Truelove took part, and H.M.S. Welfare joined in the pulling and sailing in place of H.M.S. Romola which is refitting at Devonport.

The pulling and sailing took place in the Dornoch Firth. H.M.S. Mariner gained a convincing victory in the pulling, despite a choppy sea, and next day H.M.S. Coquette won the sailing after H.M.S. Welcome had made a fine start by winning the seamen's whalers race.

Back at Invergordon H.M.S. Truelove won a very keen hockey competition, and H.M.S. Mariner piled up more points in the soccer league and the cross-country. Mention must be made here of the winner of this race, P.O. Gallimore, of H.M.S. Welcome, who put up a very fine show indeed. Unfortunately, even this effort was not enough to carry off the trophy for this event.

However, H.M.S. Welcome, who had already won the shooting and soccer knock-out during the previous cruise, gained enough points in the other sports to win the Squadron Cup. It was not long before a floodlit cock crowed triumphantly from the masthead.

INTER-ESTABLISHMENT HOCKEY KNOCK-OUT COMPETITION

THIS COMPETITION is achieving its purpose in giving additional interest to hockey players. One of the rules of the competition is that a minimum of four ratings must play in each team, which is intended to give lower-deck players more experience in good-class hockey. It is a pity that travelling expenses have limited the entry to establishments south of the Thames, but this was foreseen and must be accepted for the present. These expenses, although not crippling, are sufficient to cause an unpleasant drain on welfare funds. The semi-finals will be played in the New Year and here the R.N.H.A. has promised to pay all expenses.

The teams left in the competition are R.N.E.G., Keyham, and Reserve Fleet, Devonport, Osprey, Dædalus and Siskin, R.M., Deal, R.N.B., Chatham, and R.N.H., Chatham.

The Air Command hold their own knock-out competition and in this Lossiemouth beat Culdrose in the final, which was played at Gosport earlier this month.

H.M. U.C.W.E. Table Tennis Club

THIS YEAR U.C.W.E. have entered four teams for competition table tennis in the Portsmouth and South-East Hants Leagues. As the leagues are of varying standards opportunities should be available for most club members to obtain match experience and to improve their standard of play.

The first team on gaining promotion last season from Division 3, Portsmouth League, is now playing in Division 2, Portsmouth League, captained by Ron Turner.

The ladies' team is playing in the Portsmouth Ladies' League, Division 1, and has to date drawn 1 and lost 1.

Portsmouth League, Division 4, team have to date played two matches and won both.

However, interest in table tennis is not solely confined to league activities and a large number of U.C.W.E. personnel regularly avail themselves of the club facilities.



A Welcome Sign!

Backed by the experience of half a century, we have built up a reputation for naval and civilian wear of which we have good reason to be proud.

Such careful attention has been devoted to the finer points of good tailoring—style and finish—that the demand for our service continues with increasing regularity.

FLEMINGS of PORTSMOUTH

BRANCHES AT:

PORTSMOUTH • DEVONPORT • CHATHAM • WEYMOUTH
DUNFERMLINE • GIBRALTAR • MALTA

H.M.S. MERCURY — H.M.S. BLACKCAP — H.M.S. GAMECOCK